

Largest Circulation of any Shipping Paper.

SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A Weekly Newspaper for Seafaring Folk and their Friends.

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General Post Office]

SATURDAY, JUNE 28, 1890.

[For Transmission
Abroad as a Newspaper.] ONE PENNY.

AS OTHERS SEE US.

Resolution passed at meetings of seafaring men in London, Liverpool, Glasgow, Cardiff, Hull, Sunderland, Dundee, Shields, and other ports:—"This meeting pledges itself to support SEAFARING."

Ship Masters' and Certificated Officers' Union.—"Having the largest circulation in the world of any paper connected with shipping, SEAFARING is the best medium for advertising the wants of seafaring men."

Morning Advertiser.—"Able and smartly written."

Daily Chronicle.—"An ably conducted and interesting paper."

Reynolds's Weekly Newspaper.—"A bright little paper."

Literary World.—"Will be appreciated by all who go down to the sea in ships."

Coast Seamen's Union (San Francisco).—"Delightful and interesting, and a worthy champion of the sailors' cause."

Star.—"What sailors are interested in, and need to know, is culled from all quarters."

Liverpool Daily Post.—"Fast winning a foremost place under the title of SEAFARING. Most popular with seafaring people."

Liverpool Mercury.—"The variety of matter with which it is replete, and the information which it contains, justify its claim to be 'the organ of the seafaring class.'"

Liverpool Echo.—"Nominal price and multifarious attractions."

The People.—"It will be useful to those in whose behalf it has been started."

The Democrat.—"Did useful work."

Seaboard (New York).—"Bears that peculiar, indescribable air that most newspaper men recognise as a warranty of long life and prosperity."

Weekly Budget.—"A career of much prosperity and usefulness."

Tonbridge Free Press.—"Interesting to everybody."

Mercantile Marine Service Association Reporter.—"A genuine ring about the articles, which are written in true sailor style."

Scottish Leader.—"Its sails are already filled with a favouring breeze."

Southampton Observer.—"Advocates the interests of seafaring folk with zeal and ability."

Western Daily Press.—"It is well conducted, and is full of original matter."

Eastern Daily Press.—"Something in its columns to suit even gentlemen of England."

Engineers' Gazette.—"Rapidly improving, both in quality and circulation."

Hampshire Independent.—"Well conducted."

Cork Examiner.—"Promises to be one of the most valuable of the class papers."

South Wales Echo.—"Well edited, and interesting."

"HAIL COLUMBIA."

Lines suggested by the formation of the International Seamen's Union in America.

From where the Vikings sprang of old,
And raised man's empire o'er the flood;
From Europe's seamen yet as bold,
From all with manhood in their blood,
Be sounds of welcome heard afar,
As shines athwart the Atlantic's wave,
Columbia's Union, as a star

That comes the thralls to guide and save.
From many a shore in many a tongue,
From all the seas and sea-swept lands,
Shall advent hymns be gladly sung,
As seamen clasp each other's hands—
Proclaiming Wrong no more shall rule,
Nor men as beasts both blind and dumb
Be driven by the knave or fool,
Since righteous rule full soon must come.

Arouse, O seamen, at the sound,
From out the depths of your despair,
Since hope for you at last is found,
If ye will but resolve to dare,
The wrath and scorn of man as ye
The ocean's might itself can face,
Resolved that toilers of the sea

In onward march shall take their place.
And that no more the threat and curse,
The foetid water, fouler food,
The dens, than styes or dungeons worse,
Nor wrongs on which ye mutely brood
Shall be endured in this glad dawn,
When from the hearts of true men rise
The cry that Justice' sword be drawn,
And right be done though fall the skies.

Skies will not fall; but evil must,
If right with wisdom ye pursue,
Seeking alone that which is just,
And each to all till death be true;
Knit in a sacred brotherhood,

Where spite and envy have no part,
Holding as yours the common good,
And clear in head as sound in heart.
O, brother seamen, we who hold
Our hand out greeting you to-day,
Need not by any to be told

How hard though holy is the fray;
The Powers of Darkness we have fought,
And fight them still with many a blow,
But triumph have with fighting bought,
And one by one we lay them low.
And, brothers, as ye would be free,
The lesson that we send to you
Is—Ye're resistless as the sea
If to the cause ye will be true.

YARNS.

CXXXV.

LOVELY WOMAN.

The readers of SEAFARING, writes a correspondent, seem to be very fond of yarns about the ladies. As an old sailor yourself, Mr. Editor, you ought to know what sailors like, and it seems to me that you do know, for I notice that you never have a yarn without a woman in it. But most of these women are rather unlike the real thing that Jack in general meets. I fear they are too darned respectable mostly. "Long Shore Sal, the Ratcliff Highway Lass," who could drink and swear, and robbed your "Ancient Mariner" of his watch and clothes, as mentioned in the poetry in SEAFARING some time back, is the truest picture of the typical woman—so far as she is known to the common run of seamen—that I have come across. But bad as "Long Shore Sal" was, I can spin you a yarn about one a good deal worse.

My taste was a little too particular to be satisfied with girls like "Long Shore Sal." During my spells ashore I used to get out of the sailors' quarter of the towns as much as possible. In a certain port I picked up with a pretty girl, who served behind a shop counter. She would hardly look at a sailor, and the mildest oath shocked her. She attended Sunday school and chapel regularly, and seemed very religious. None the worse for that, thought I, for my good mother was a very religious woman, and if I only get a wife like her I'll do well.

I had not long made this girl's acquaintance—I beg pardon, I mean lady, as the young misses in shops must be called—when I got a chance of a very decent berth ashore, which you may be sure I took. I found that, once installed in my new position, and quit of the sea altogether, I made rapid progress in the young lady's good graces, and it was not long before we were spliced. Never having been spliced before, I did not understand how you went about it, but she told me what to do, and I did it. A week after this I began to discover that her religion was all a sham, that she was utterly selfish and full of deceit and lies, and a good deal more cruel than a tiger, and I often repented having spliced her. But she had the art of making a man happy when she liked, and she sometimes did like, so I was not always miserable at home; while with my employers I got on so well that before I had been a year in their service, I was put in a very confidential position. My employers were contractors, and soon after my promotion they advertised for tenders for some new work

which had been entrusted to them. One day all hands had been kept working till late, and on returning home my wife, who had wanted me to do something for her which she was too lazy to do herself, complained of my staying out. In defence, I explained what was on, and that we would be busy for the next two days, after which we were to have shorter hours for a few days to make up for it, as the tenders would then all be in and decided upon. It was on a Monday evening when I told the wife this. On Wednesday morning, after the governor had been in his private office a few minutes, he called me in, and looking at me very fiercely, demanded to know what I meant by tampering with the locks of a desk.

"Don't tell me any lies," he said. "You have the keys, and you and you only had access to this office between last night and this morning."

This was quite true, for he only had it swept and dusted once a week.

"What do you mean by tampering with the locks of the desk?" he said.

Denial was in vain, although I was not guilty, and he sacked me on the spot.

When my wife heard of the matter, instead of trying to console me, she was even more abusive to me than the governor had been, and within a week I was off to sea again.

About a year after that I came back, and thought I would have a look at the wife. She had left the place we used to live at, and I could get no trace of her. A couple of years later I found myself in Southampton, where I shipped in a yacht bound for Madeira.

The owner took his wife and child aboard, together with a couple of ladies and gentlemen, and we sailed. We had got well to the south and in fine weather before we saw much of the ladies, for we had had rather rough weather. But the weather was now fine—a smooth sea, and a fine fresh breeze,—when one day it was my trick at the wheel, and there was a bustle among the owner's party of ladies and gentlemen, as the owner's lady was to make her appearance on deck for the first time since we had sailed from England.

When she got up the companion stairs she glanced at. Our eyes met.

"My wife!" said I, dropping the wheel as I spoke, and not knowing I did speak.

Up the yacht flew to the wind and shipped a drenching sea, which added to the confusion of the party on the poop.

There was no doubt about it. The owner's fine lady was certainly my wife. But I was treated as a lunatic and put in irons for insulting her—she was so indignant. The rest you shall hear next week.

THE London and North Western Railway Company have granted an increase of wages to the various classes of labourers at the Garston Dock.

THE riveters employed by the Grangemouth Dockyard Company have struck work in consequence of an intimation from the firm that the 6d. advance granted to the men about four weeks ago is to be withdrawn.

LOAD-LINE ACT.—This Act has now received the Royal Assent, and shipowners will now require to have their freeboards assigned to them by one of the authorities appointed by the Act—viz., Lloyd's Register or any other association for the survey or registry of shipping approved by the Board of Trade. There is every probability of the Clyde shipowners forming an association for the purpose, and a meeting will be convened shortly to consider a scheme which is being matured by representatives of the various associations.

MARRIED SAILORS.

BY A COMMANDER OF THE ROYAL NAVY.

V.

There were some fine fellows at sea in the reign of Elizabeth, when the foundations of our great commercial Empire were being laid. They put the worship of God in the forefront of their practice on board ship, not only on Sundays, but also on week days, and by God's help saved England from "the invincible Spanish Armada." Yet in the succeeding generations there appears to have been a great falling off in religious habits on board ship. In the reign of Charles the First, Admiral Sir William Monson wrote some admirable treatises on naval affairs, which tell us a good deal of the interior economy of British ships in those days. One remark of his on "the ill-management of the Spanish ships" might apply to some prayerless British vessels in the present day:—"Notwithstanding the necessity they have of sailors, there is no nation less respectful of them than the Spaniards, which is the principal cause of their want of them; and till Spain alters this course, let them never think to be well served at sea."

In his dedication of Book III. to all captains of ships, masters, pilots, mariners, and common sailors, Admiral Monson, addressing them, says:—"Neither birds nor horses can show more extravagant lewdness, more disorder of life, and less fear of God, than your carriage discovers when you come ashore and cast off the command your superior officers had over you. . . . The way to reduce them to goodness must come from the commanders that govern them. . . . Their officers must teach them to embrace the good and eschew the evil, and must use the terror of God's justice, and the reward of penitence. They must show them the hate God bears to wickedness, to lying tongues, etc., etc., and, on the contrary, the love God has for virtue, goodness, etc., etc. This will be the hope to make them leave sinning when they shall be ashamed and afraid to commit sin. . . . But now let me apply myself to you the men of command and authority over these untaught and untamed creatures, to whom this charge is committed. Beware that your counsel be good, and that you follow it yourselves; if not, you are like a harp that sounds pleasantly to others, and enjoys no part itself. . . . Remember that example is of greater force than persuasion with many men; and when these men shall see your life concur with your admonitions, it will be the strongest force and motive for their conversion; for, indeed, he is not worthy to live that takes not care to live well."

What was true in Admiral Monson's days is still true, that the conduct and character of a crew depends largely upon the conduct and character of the captain and officers. There are many merchant ships in which prayer is wont to be made both unitedly and individually, where comfort and kindness and purity prevail; whilst in the same trade there are other vessels in which filthy language abate the mast, the outcome of filthy minds, is emulated in the fore-castles, and the captains and officers, instead of leading the worship of God, are leaders in "the derogation of God's honour and the corruption of good manners." And it requires the courage of a Daniel to kneel in prayer night and morning in the fore-castles of such ships. The responsibility of such

godless captains and officers for foul practices, discomfort and discontent in the fore-castles, and for the ill name given to British seamen through such misdeeds, should be insisted upon. "Like master, like man," tells nowhere more truly than on board ship. When shipping officials and captains speak ill of their crews, and especially of the English portions of them, their own moral responsibility for what they condemn should be brought home to them.

The owners appoint the prayerless captains, who, by their mismanagement and godlessness, produce these ill habits. One fourth of the diseases of seamen are the direct result of immoralities. Much of the skulking and laziness of which some officers complain, are the physical outcome of sensual indulgences, which these irreligious officers do nothing to help their men to subdue. How can religiously-disposed married seamen and firemen serve in fore-castles where the moral atmosphere is so vitiated by the foul influences of the quarter-deck? Foreigners, often Asiatics and Africans, have to be brought in to fill the places which self-respecting Englishmen will not occupy, or longshoremen of low moral character have to be engaged; and then it is said that Englishmen following the sea are no better than they should be.

There are more decent married Britons serving at sea now than there ever were, but they seek out respectably conducted ships to serve in, and their considerate employers and officers have no complaints to make against them. "Like master, like man," applies to those contented, zealous, and faithful crews, who don't break down in health when a gale of wind is prolonged, and do not swell the numbers of "distressed British subjects" to be sent home from foreign and colonial hospitals at the expense of the country. Seamen who know that they are the temple of God, and that the Spirit of God dwelleth in them, do not commit fornication. They abstain from fleshly lusts which war against the soul. And the Apostle's warning does not apply to such devout seamen—"If any man defile the temple of God, him shall God destroy."

Man has been defined to be a religious animal. Take away his religion and the animal predominates.

The attempt to conduct a shipping trade without God has not succeeded in conducting it without the devil. There is only one way of keeping Satan out of a ship, whether from cabin or fore-castle. All these complaints against British seamen and firemen come from vessels in which the devil has had it all his own way, because the worship of God has been abandoned, and the honour of God set at naught; and because no man dare kneel in personal prayer daily in the fore-castles.

The Missions to Seamen is striving to mend all this by encouraging good captains and officers to promote godly living in their ships, to conduct divine worship, to visit and care for their sick shipmates, and to remember that as God is the common father of men, then all men are brothers, and that we are our brother's keeper, whatever Cain may say. Moreover, the Missions to Seamen encourages seamen and firemen to kneel in prayer in the fore-castles, and to promote kindness and good living amongst their shipmates. Nothing will do more to suppress filthy language and strengthen men to resist immorality in all its forms, than habitual prayer and the study of the Bible, and in doing so, increase physical

strength, cheerfulness, and length of days.

If David, the man after God's own heart, fell into this grievous sin of adultery, how much need have we all to pray and watch and strive against our animal passions? "Let marriage be had in honour among all." And as David bitterly repented of his sin, yet suffered for it severely in his whole after life, so should we at once seek from God that repentance and forgiveness of our sin that Christ Jesus was exalted at His right hand as a Prince and a Saviour to give. None of us have clean hearts in this matter, and all need to be washed and to be sanctified, and to be justified in the name of the Lord Jesus, and by the Spirit of our God. Let us therefore help one another to obey the injunction, "Keep thyself pure," for "this is the will of God, even your sanctification, that ye abstain from fornication." "Blessed are the pure in heart: for they shall see God."

In order to ascertain the numbers of the alien paupers landed in this country instructions have been issued to the Customs officials at all ports to furnish a daily return of the number of third-class and deck alien passengers on board each vessel arriving from the north of Europe, especially including Antwerp, whence probably most of the foreign Jews are landed in our ports.

THE STRIKE OF DANISH SEAMEN.—Sailors and firemen in Copenhagen have been on strike during the last three weeks for an increase of wages. On Saturday it was agreed to despatch the following telegram to the Sailors' Strike Committee at Copenhagen:—"National Union of Dock Labourers at specially convened meeting of Executive held at headquarters, 4, Bath-street, Glasgow, sends greetings to Danish fellow-workers, and unanimously resolves not to touch any Copenhagen vessel in Great Britain and Ireland until the men on strike secure settlement. Cable us the British ports to which Copenhagen vessels manned by blacklegs are bound.—Edward M'Hugh, General Secretary."

THE GRAVESEND FISHING.—In the House of Commons, Mr. Bazley-White has asked the President of the Board of Trade whether he had received a memorial from the fishermen of Gravesend, praying that boats from Greenwich and Blackwall might be prevented from fishing in the Lower Hope with illegal nets called "stobard nets," by which the fry and spawn of all kinds of fish were destroyed, and the livelihood of the fishermen taken away; also that sewerage matter might be prevented from being brought down the river and deposited at the entrance by the steamships *Barking* and *Bazalgette*, whereby great harm was done to the fishing; and whether the Board of Trade would take such steps as might be necessary to remove the nuisance complained of. Sir M. Hicks-Beach replied: I have received the memorial to which the hon. member refers, in which complaint is made of the use of stowboat nets and the deposit of sewage in a part of the River Thames which is under the jurisdiction of the Thames Conservancy. A copy of the memorial was forwarded to the Conservators, who have replied that instructions have been given to their harbour master to carefully watch and report all cases of a breach of their bye-laws.

PERSUADING A CREW TO DESERT.—At the Liverpool Police Court, Charles Anderson, a boarding-house keeper, has been charged with having boarded, on the 5th inst., a Danish vessel named the *Actin*, lying in the Duke's Dock, without the captain's permission. Mr. Entwistle prosecuted on behalf of the Danish Consul, and stated that for some time past a great deal of annoyance had been caused the captains of Danish vessels arriving in this port in consequence of certain men called crimps boarding the ships and endeavouring to persuade the crews to desert. These crimps tried to induce the sailors to proceed to different ports in the United Kingdom to join various ships there. The crimps, in the event of a seaman following their direction, would get commission out of the sailors' wages. The offence with which the defendant was charged was committed on the evening of the 5th inst., when, during the absence of the captain of the *Actin*, the defendant went on board the vessel and asked several of the crew to join another ship. On the captain's return he was informed of what had taken place, and he laid an information against Anderson. Evidence in support of these statements having been heard, the bench imposed a penalty of 10s. and costs.

GOT CERTIFICATES

As Masters or Mates, during week ended 20th June, 1890.

Note.—Ex. C., denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate; S.S., denotes Steam Ship Certificates.

FOREIGN TRADE.

Name.	Grade.	Examining Board.
Taylor, Ernest Jno.	Compass Dev.	London
Bean, Arthur H.	2 M.	London
Arnold, Edgar P.	2 M.	London
Lay, Harry H.	2 M.	London
Holloway, Graham C.	2 M.	London
Urbain, F. L.	2 M.	London
Mence, Sidney Chas.	2 M.	London
Jones, Benjn. Hy.	2 M.	London
Marlow, Patrick	2 M.	London
Wilson, Thos. R.	2 M.	London
Busey, Wm. Jas.	2 M.	London
Read, Arthur Chas.	2 M.	London
MacCarthy, Florence P.	1 M.	London
Bryan, Jno.	O C.	London
Appleton, Geo.	O C.	London
Bennett, Hugh	1 M.	London
Waters, Jno. Wm.	O C.	London
Carlstrom, Nicholas H.	O C.	London
Croucher, Chas.	1 M.	London
Noel, Philip J.	1 M.	London
Tong, Percy	2 M.	Liverpool
Stevens, Jas.	2 M.	Liverpool
Hughes, Johnston	1 M.	Liverpool
Hunter, Wm. McL.	1 M.	Liverpool
Dill, Alexr.	1 M.	Liverpool
Connell, Thos.	O C.	Liverpool
Williams, Richd. A.	1 M.	Liverpool
Groosart, Thos.	O C.	Liverpool
Crowne, Edwd.	1 M.	Liverpool
McColl, Jno.	2 M.	Glasgow
Fairley, Robt. I.	1 M.	Glasgow
McBride, James	1 M.	Glasgow
Milne, Jas.	2 M.	Aberdeen
Connon, Jas.	1 M.	Aberdeen
Gordon, Geo. Chas.	2 M.	Dundee
Henderson, Robt.	2 M.	Dundee
Marr, Geo. O.	O C.	Dundee
Gow, Henderson	1 M.	Dundee
Doyle, Saml. F.	2 M.	Dublin
Bright, Wm.	2 M.	Dublin
Rippet, Jas.	2 M.	Dublin
Ellis, Hy.	1 M.	Dublin
Royle, Chas. H.	1 M.	Dublin
Cogley, Christopher	1 M.	Dublin
Reese, Hy. W.	O C.	Dublin
Lord, Albert E.	2 M.	Bristol
Slocombe, Wm. Jno.	1 M.	Bristol
Jones, Jno. R.	O C.	Bristol
Marsden, Jno.	O C.	Bristol
Hovland, Andreas	2 M. S.S.	Sunderland
Lawson, Wm. W.	2 M.	Sunderland
James, Wm.	2 M.	Sunderland
Rogers, Thos.	O C.	Sunderland
Talbot, Thos. W.	O C.	Sunderland
Lundberg, A.	O C.	Sunderland
Gracie, Jno. B.	1 M.	Sunderland
Hingston, Hy. F.	2 M. S.S.	South Shields
Hunter, Robt. T.	2 M.	South Shields
Hansen, Jno.	1 M.	South Shields
Hermann, Edwd.	1 M.	South Shields
Whisker, Newton	1 M.	South Shields
Barford, Anton	1 M.	South Shields
Tulloch, Jno. D.	O C.	Plymouth
Griffiths, David H.	2 M.	Plymouth
Kelly, Richd. A.	O C.	Plymouth
Johnstone, Geo.	Ex C.	Leith

HOME TRADE.

Goodbun, Richd. P.	Master	London
Jamieson, Wm.	Master	Glasgow
Berry, Thos.	Mate	Bristol
Harman, Wm. S.	Master	Sunderland

ENGINEERS.

Note.—Ex. 1, denotes Extra First Class; 1, First Class; 2, Second Class.

Name.	Class.	Port of Examination.
Bird, Jno. L.	2	London
Murray, Chas. Walter	2	London
Walters, Jas. H.	2	London
Andrew, Samson	1	London
Ross, Jno.	1	Liverpool
Owen, Robt.	1	Liverpool
Turpie, Roger B.	2	Liverpool
Lumby, Arthur	2	Liverpool
Penn, Alex. Wm.	2	Liverpool
Spence, David C.	2	Glasgow
Douglas, Jno.	2	Glasgow
Ross, Daniel	2	Glasgow
Hannan, Jas.	2	Glasgow

Name. Class. Port of Examination.

Smeal, Joseph	2	Glasgow
Crawford, Robt.	1	Glasgow
Paterson, Jas. K.	1	Glasgow
Reid, Alexr.	1	Glasgow
Thomson, Chas. W.	2	Aberdeen
Gordon, Jno. Chas.	1	Aberdeen
Henderson, Wm.	1	Aberdeen
Sutherland, David	1	Aberdeen
Smith, Nicholas Jno.	2	Cardiff
Williams, Walter	2	Cardiff
Leyshon, Wm. R.	2	Cardiff
Martin, Thos. Hy.	1	Cardiff
Roberts, Robt. W.	1	Cardiff
Blethyn, Jno. J.	1	Cardiff
Bell, Geo. W.	1	North Shields
Moore, Jas. Henry	2	North Shields
Cook, Geo. W. P.	2	North Shields
Douglas, Robt.	2	North Shields
Ewart, Fredk. J.	2	North Shields
Boggon, Chas. F.	2	North Shields
Purvis, Robt. C.	2	North Shields
Gledden, Tom W.	1	North Shields
Cook, Alexr.	1	North Shields
Linton, Peter M.	1	Hull

LAST Tuesday the Prince and Princess of Wales opened the new Seamen's Hospital at the Royal Albert Docks, London.

GERMANY is not to erect any fortifications in Heligoland without consulting England, who will have a Consular Agent there to attend to the interests of British subjects.

OVERLOADING.—At Cardiff, Captain Jenkins, master of the steamship *Rydu Hall*, of Liverpool, was prosecuted for overloading. At the conclusion of the hearing the stipendiary said that the practice of overloading appeared to be persistently continued, and was followed by disastrous consequences to life and property. He felt bound to impose the full penalty of £100 and costs.

HULL SEAMEN AND FIREMEN.—A Hull correspondent writing on Saturday says: For some weeks past the sailors and firemen sailing out of Hull, and belonging to the National and local Unions, have refused to go to sea with non-Unionists, and the result has been that a large number of men have recently joined the Union. A fresh development of the agitation has taken place, the men striking for higher wages, and declining to have anything further to do with the system of "good conduct money" paid by Messrs. Wilson. Attempts were made to get crews for the steamers *Galileo* and *Angelo*, owned by Messrs. Wilson, and the steamers *Una* and *Rosetta*, belonging to Messrs. Bailey and Leatham. The wages offered by Messrs. Wilson for the *Galileo* was £3 10s. per month and "good conduct money." This latter money is paid at the end of six months, and, in the case of the sailors, amounts to £3, thus bringing the monthly wage to £4, which is the amount demanded by the Union, while the wage for firemen is 5s. more in each instance. In the case of the other three vessels the wages are weekly, the present rate being 2s., whereas the Union demand 30s. It would appear that the men have taken a great dislike to the system of "good conduct money," and point out that in the northern ports the monthly wage is £3, and the weekly wage is 32s. 8d. Ere the day closed, it was reported that Messrs. Wilson, and Messrs. Bailey and Leatham had acceded to the men's demands with respect to the weekly boats, but that the former firm had refused to alter the rate for the *Galileo*. The men remained firm, and, it is stated, the "shore gang" likewise declined to assist in getting the vessel out into the river. Consequently, the vessel was still lying in the Alexandra Dock ready for sea. On board the steamer *Cydonia* lying in the Victoria Dock, the mutual agreement between the National Seamen's and Dockers' Union was put into force. It seems that a dispute was on the way between the skipper and the crew as to being paid off. The officials of the National Union, visiting the ship, informed the captain that he would be compelled to pay the crew off. During the visit two sailors were found rafting timber, and were ordered to desist, which they refused to do. The Unionists were, therefore, brought out of the ship. The dockers' delegates were sent for, and the dockers ordered to do the same thing. Hereupon the captain threatened to charge the men with desertion, but when the dockers persisted in refusing until they were reinstated in their respective places, he withdrew the charges. It is reported, however, that the captain afterwards refused to ratify his promise to withdraw the charge, and he was informed that legal proceedings would be taken if he still held out.

SHIPS SPOKEN.

Argonaut, ship, London to San Francisco, all well, June 20, 30 miles N by E of Ushant.
 Andrina, British ship, Calcutta to New York 63 days out, May 26, off the Cape.
 Antares, for Valparaiso, June 15, 43 N, 11 W.
 Amicus, barque, Pensacola to Barrow, June 10, 49 N, 79 W.
 Asterion, of Shoreham, steering south, June 1, 24 N, 21 W.
 Brani, French ship, Delhomme, St. Pierre (Mart.) to Marseilles, June 13, 37 N, 6 W, all well.
 Brenda, Liverpool to Calcutta, June 7, 15 N, 26 W.
 Brodrene, brig, of Tvedestrand, 48 N, 46 W.
 Banca, for Channel, June 17, 43 N, 38 W.
 Blengfell, for Honolulu, May 27, 14 S, 37 W.
 Bay of Bengal, for Rochefort, June 20, 48 N, 5 W.
 Carmolite, Sydney (C.B.) to Victoria (V.I.), Jan. 22, 30 S.
 Cape Race, barque, of Greenock, Swansea to Buenos Ayres, steering south, all well, June 17, 47 N, 10 W.
 Charman, for Rosario, all well, May 27, 34 S, 52 W.
 Cardenas, barque, from Rio Janeiro, &c., June 10, 31 N, 79 W.
 Cerasth (? Cerastes), for Mazatlan, June 8, 28½ N, 18½ W.
 Corryvreckan, May 15, 22 S, 105 W, by the New York.
 Dundale, for Bahia Blanca, all well, June 9, 15 N, 25 W.
 Eastern Monarch, for Havana, May 29, 4½ S, 33 W.
 Eldra, for Liverpool, May 30, 1 S, 32 W.
 Elisa Cerana, s, of Arbroath, steering SW, June 17, Ushant bearing SE 10 miles.
 Falconhurst, Chittagong to Dundee, June 20.
 Glenshee, English barque, Newport to River Plate, 11 N, 5 W.
 Glenshee, English barque, Newport to River Plate, 11 N, 27 W.
 G. B. Walker (? John B. Walker), for Liverpool, May 30, 23 N, 39 W.
 Golden Fleece, barque, of London, June 16, 49 N, 12 W.
 Gipsy Queen, for Buenos Ayres, all well, June 8, 12 N, 27 W.
 George Watson, English barque, steering east, June 10, 42 N, 60 W.
 Hannah Nicholson, barque, Mauritius to Adelaide, April 17, 37 S, 78 E.
 Honolulu, for Higo, May 22, 4 N, 30 W.
 Havre, steering south, June 3, 14 E, 26 W.
 Hertfordshire, for Queenstown, June 1, 27 N, 39 W.
 J. I. Smith, of Dorchester, N.B., June 17, 15 miles SSW of Portland, (Dor.)
 Jacob E. Ridgeway, New York to Hong Kong, June 1, 28 N, 37 W.
 James L. Harvey, British barque, Grant, New York (May 21) for Brisbane, May 31, lat. 33, long. 41.
 Julia, of Fowey, Cadiz to Newfoundland, all well, June 15, 41 N, 20 W.
 John Adamson, s, bound south, June 21.
 Khedive, Nuevitas Harbour to Plymouth, June 16, 45 N, 28 W.
 Kirkloch, barque, of Liverpool, bound south, June 3, on the line, 28 W.
 Liscard, s, of London, steering WNW, June 12, 45 N, 28 W.
 Linden, New York to Bergen, June 17, 46 N, 35 W.
 Lizzie C. Troop, of St. John (N.B.), all well, April 18, lat. 15, long. 34 W.
 Lima, for Gloucester, June 21, 50 N, 17 W.
 Lilly, Husum to Rio Janeiro, June 23, 51 N, 0 W.
 Mesmerus, English ship, London to Melbourne, June 7, 25 N, 21 W.
 Marquis Scicluna, s, bound south, June 23.
 Mayhill, for Melbourne, June 20, 49 N, 8 W.
 Martha Percival, of Caernavon, steering SW, all well, June 20, 47 N, 8 W.
 Minnehaha, for Quebec, June 15, 51 N, 13 W.
 Praesident von Blumenthal, of Rugenwalde, June 15, 46 N, 7 W.
 Pacific, barque (? Norwegian), Pensacola to Ensensada, June 5, off Hatteras.
 Pride of Wales, English barque, steering south, June 6, 8 N, 28 W.
 Philomene, Landscrona to Melbourne, May 28, 14 N, 26 W.
 Quillota, barque, of Liverpool, June 16, 40 N, 30 W.
 R. A. Calderon, barque, of Liverpool, for Iquique, June 3, 1 S, 28 W.
 Selina, British, for San Francisco, all well, May 26, 16 S, 26 W.
 Storm King, patent lifeboat, London (Sept. 12) and Cape Town (April 16) to Melbourne, May 26 (Captain Jorgensen and his comrade Nelsen, the only occupants of the little craft, were both well), by a vessel at Melbourne.
 Snowdrop, of Jersey, all well, June 6, 47 N, 55 W.
 San Lorenzo, barque, of London, steering south, June 7, 12 N, 27 W.

Southern Belle, British barque, Ruthen, Sabine Pass to Mobile, June 8, at anchor 30 miles W by N from Ship Shoal Lighthouse.
 Servia, ship, steering NE, 6 N, 29 W.
 Venture, British schooner, steering SSW, 31 N, 19 W.
 Venture, of Banff, steering south, June 8, 45 N, 10 W.
 "Violante," barque, of Cardiff, June 8, 51 N, 7 W.
 Westward Ho, from Sunderland, June 17, 50 N, 14 W.
 Wallacetown, ship, of Liverpool, steering north, all well, May 27, 9 S, 28 W.

SEAFARING DISASTERS.

Alberta, British steamer, from Liverpool for China, has put into Bombay with cargo shifted; must partly restow.
 Annot Lyle, British barque, for Quebec, is ashore at Sydney, Cape Breton.
 Annie Burrill, from St. John, N.B., while coming up to dock at Belfast, took the ground in the river; bottom soft.
 Bala, steamer, of Cardiff, from Novorossisk with a cargo of grain, is reported by telegram from Pera to have stranded at Candilli, Bosphorus. Has been floated; six lighters of grain discharged. No damage.
 Bersagliere, from Milford, via Scilly, for Singapore, at Falmouth, leaky.
 Bantam Cook, tug, has been beached at Wapping in a sinking condition, having fell athwart Church Hole Tier and damaged her bottom.
 Crusoe, yawl yacht, of Southampton, whilst anchored in Stornoway Harbour, was fouled by a fishing boat, which crossed the yacht's hawser, and drove her to leeward amongst the fishing fleet, where she got considerably damaged.
 Cincora, steamer, of Liverpool, laden with Esparto grass, caught fire at 9 p.m. Saturday night, in Roath Dock, Cardiff. The fire was eventually got under by the Bute Dock Fire Brigade. Deck bulged.
 Celt, s, of Liverpool, lying at East Dock, Cardiff, ready for sea; boilers gave out.
 Deprano, s, belonging to the Floria Line, has been slightly damaged by collision with the Ephesos, lighter, at 30-mile post in the Danube.
 Duke of Leinster, s, was loading at the Steamboat Pier, Greenock, when the steamer Stanley ran into her, doing considerable damage to upper works at stern.
 Gattee, s, Goole, for Ghent, grounded near Whitton Jetty.
 George Bell, of Yarmouth, N.S., in lat. 39.20 N, 54.28 W., with main topgallant-yard gone.
 George Williams, schooner, of Goole, is reported from Seaford to have gone ashore at Crowlink.
 Hafren, British brigantine, Macao for Rio Grande, has arrived at Ceara, making water.
 Intrepid, of Guernsey, which sailed from Coranna for Guernsey on April 24, and previously referred to in our summary as overdue, was, June 25, posted at Lloyd's as missing.
 James, of Liverpool, on June 23, stranded across the Wednes Canal, and carried away windlass in trying to heave the vessel off; also broke false stem against quay wall.
 Langoe, British steamer, has put into Stockholm leaky, having been ashore at Soderarm Light.
 Lizzie, smack, of Ardrossan, from Tighnabruach, in ballast, was struck by a heavy squall off Glen Sannox, Arran, and sank in about 20 fathoms water; crew all saved.
 Maseppa see Opah.
 Meriden, Cochin for New York, has put into St. Helena leaky, and is discharging her cargo preparatory to a second survey.
 Margres de Mudela has been in collision at Newcastle with the Redemater. The latter was beached.
 Middleton, brig, previously reported aground on Whitgift Ness, was towed off after discharging, and beached at Hull.
 Maggie Ann, steamer, from Garston, has arrived at Milford, leaky.
 Minero and West Cumberland, previously reported in collision. The Minero arrived at Newport, Mon., and docked. Crew all well. Ship considerably damaged about bows.
 Nicholas Mullany, smack, from Youghal to Ross, has gone on the rocks in Bullen Bay.
 Nereid, Smith, master, of Aberdeen, which sailed from Blyth for Gothenburg on Jan. 17, and not having arrived at her port of destination, is considered overdue.
 Opah, s, of Hull, from Bengari for Leith, arrived at Dartmouth June 25, and landed the shipwrecked crew of the Maseppa, brig, of Dublin, of 191 tons, which was run down about 1.30 a.m., 20 miles off the Start, and sunk by the Opah. Crew of seven all saved. Opah's port bow two plates smashed. The Maseppa was bound to Kingstown from Shields.

Olive Branch, British brigantine, a vessel of 150 tons, has been totally wrecked.

Redwood, brig, of Guernsey, collided with the barque Annie, of Dram, riding off Purfleet, carrying away the latter's foreyard, lower topsail yard with gear attached, and damaging her port bow.

Riverdale, from Port Pirie, arrived at Rochefort, stranded off the island of Aix, and afterwards again in the river.

Scheldt, steamer, of Cardiff, from Newport for Bordeaux, went ashore near Pendeen (Penzance), and will become a wreck. Crew saved.

Sardonyx.—Cable message from Victoria, V.I. reports:—Sardonyx, steamer, has gone ashore in lat. 54 N., and totally wrecked. She had no cargo on board at the time.

Statira, s, Newcastle for Bilbao, put into Plymouth June 18, with machinery disabled.

Treloske, s, of St. Ives, from Taganrog, collided near the Harbour Railway Wharf, St. Ives, with the Mercy, lighter, forcing the Mercy against the Vernon, breaking the Vernon's port bow, bulwarks, rail, two stanchions, two channel plates, etc.

Violet, from Dieppe, collided with the pier at that port on the 14th inst., and sustained extensive damage to her bows.

White Rose, steam tug, has been towed into Milford Haven, with loss of propeller.

Winstanley, s, has arrived at Dublin with bows damaged through collision in the Mersey.

WE are asked to announce that the sum of £1 fs. has been received from Mr. W. E. Overton, towards the Wilson Testimonial Fund, collected from the crew of the s.s. Neva, of Hull.

FIREMEN REFUSING DUTY.—At the Barrow Police Court on June 18, Henry Bishop, William Dennehy, Oliver Kennedy, James Straney, James Whiteside, Hugh Young, and Benjamin Rooney were charged with refusing to obey the commands of William Cotton, the chief engineer of the steamship Michigan. Mr. Bradshaw appeared for the ship, which, he said, had to be in Montreal to receive her homeward cargo by July 6, or the owners would lose a considerable amount of money. These firemen signed articles, and then would not proceed to sea in the ship, thus causing two days' demurrage, amounting to £100, and other expense. The defence of the men was that they were told the boilers were leaking. The bench discharged Rooney, who offered to turn to, and committed the other men for 21 days' with hard labour.

"CITY OF PARIS" INQUIRY.—The City of Paris inquiry was concluded at Liverpool on Wednesday. The Court found that the primary cause of the accident was the extraordinary wearing down of the bearings and brackets which supported the extreme end of the propeller shaft. As to the cause of the wearing down there was considerable difference of opinion. Having regard to the trying ordeal through which she had passed, the vessel had proved herself one of the finest and safest in the mercantile marine. The Court suggested that a governor of the most approved form should be fitted to the main shaft, and that the water-tight bulkhead should be tested with water up to a certain height; also that the compartments should be isolated from each other as much as possible. The Court also referred to the admirable manner in which the captain, deck officers, chief engineer, and assistants and crew generally, had behaved in the trying position in which they were placed after the accident.

A FIREMAN'S CLAIM FOR WAGES.—At the North Shields Police Court, on June 19, Matthew Biggs, master of the steamer James Barras, was summoned on a charge of having refused to pay the sum of £2 12s., balance of wages due to Robert Boag, for services rendered on board that vessel. Mr. A. Whitehorn prosecuted, and Mr. Geo. Temperley defended. Claimant said that when the vessel was at Marseilles two "gendarmes" came on board, and at the instigation of the defendant, took him into custody and locked him up for 52 hours without being tried for any offence, and without any offence being laid against him. The defendant, without any authority whatever, paid to the authorities at Marseilles the sum of £1 11s. in respect of prison expenses, and this was the amount in dispute. He objected to being obliged by the defendant to pay this money, as he had fined him for drunkenness, had engaged a substitute in his place, and had deducted the wages of this substitute from his (complainant's) wages. The defence was that the money was paid by order of the British Consul to secure Boag's release from prison. The Bench found there was no evidence of a conviction having been obtained against Boag at Marseilles, and therefore made an order for the full amount claimed.

CORRESPONDENCE.

UNION ANNUAL REPORTS.

To the Editor of "Seafaring."

DEAR SIR,—I have heard several complaints about the price of the annual reports, and I should say that these complaints come chiefly from men who are too mean to buy a copy at any price. The chairman of the Tidal Basin Branch made a statement the other night that someone had told him that the annual report could be printed for a fraction above a penny, and that our rules say we are to be supplied with a copy at cost price. I am not in a position to say what they would cost, but this I would like to point out to our members—that should there be a surplus over and above the actual cost it will go to the general funds of the Union. Then, again, if they are to be sold at cost price, who is going to pay for those that are not sold? Are they to be left on the hands of the different Branches? I think there is too much of this petty squabbling over a mere nothing, and much valuable time wasted that might be occupied discussing things of more import. Speaking for myself, I think the annual report cheap at three-pence. I belong to a Friendly Society, and should I require a balance-sheet of the Branch, which only consists of a sheet of writing paper, I have to pay a penny for it.—I am, etc.,

THE MAN WITH A CARPET BAG.

A CONTRADICTION.

To the Editor of "Seafaring."

SIR,—In perusing your issue of the 21st inst., I perceive that you have connected my name with certain incidents that occurred with regard to the steamships *Hessle* and *Vedra*, which proceeded recently from the port of Cardiff. Under the heading of Penarth and Barry Dock Branch you state that the *Hessle's* crew were shipped from two scab boarding-houses—namely, Graffunder's, Hannah-street, and Anderson's, 177, Bute-road, Cardiff. Now, as nearly all of those particulars are incorrect, and made with a view to mislead the public, I think I am justified in requesting you to lay the true version of the case before your readers. In the first place the *Hessle's* crew were shipped in the customary way at the Cardiff Shipping Office, not as alleged, from two houses, but from six different places, as the record of the Board of Trade officials will substantiate. I fail to understand what other course of action was open to us, but to settle with the men for the amount of their advances and take them across to Penarth at the proper time (which, in this particular case, was fully two hours before the ship actually proceeded from the dock). The seaman (not a scab), who is said to have fallen overboard from the fore-castle head, had been working on board all day, but upon him being influenced by the Union delegate, he went ashore in the latter part of the afternoon, and proceeded to his residence, the Great Western Coffee Tavern, at Cardiff, leaving his clothes behind him. At the last moment, upon the ship passing through the outer gates, he attempted to reach the vessel from the opposite side of the basin, and had the misfortune to miss his footing. This man is now left ashore destitute, thanks to the kind interference of the delegate. With regard to the *s.s. Vedra*, your report says that among her crew were four scabs from Graffunder's boarding-house. Now, I should be very thankful if you could enlighten me as to what constitutes a scab, according to the views of the local delegates; because two out of the four men were not only members of the Union, but all of them are thoroughly respectable and good seamen. If those particular men are looked upon as a true sample of the so much depreciated scab, I should prefer to keep a scab boarding-house to any other class, bearing in mind the fact that seafaring men of such qualifications are sure to find employment. The fact of the matter is, that I have as many Union men frequenting my place as non-Union men; all I require, is that my boarders shall be decent, well-conducted people, and practical seamen; and as a great number of them arrive here without money, I have no right to dictate to them to pay the sum of £1 out of their half month's advance, in order to join the Union. In conclusion I beg to point out, that if we attempted to persuade the men not to proceed in any vessel for which they have legally signed articles, we would be committing a serious breach of the Merchant Shipping Act, and lay ourselves liable to a penalty of £20. In this respect (although our sympathy in general is with a properly regulated and well-conducted Union) we are differently situated from the delegates, whose fines in such emergencies would be paid out of the common fund. Independent of all this, I consider that by publishing inaccurate and

misleading reports, the cause of the Union is sustaining a serious injury. The surest factors of success are truthfulness and discretion. Thanking you in anticipation for inserting this, I am, Sir, your obedient servant,

WILLIAM GRAFFUNDER,
1, Hannah-street, Cardiff.
Cardiff, June 23, 1890.

HARD ON THE PILOTS.

To the Editor of "Seafaring."

SIR,—Will you kindly publish the following in your fast spreading and valuable paper. There are many seafaring Britons of much the same opinion as your correspondent "Fair Play all Round," (letter of June 9, 1890, SEAFARING, June 14, 1890). According to the Merchant Shipping Act, 1890, any master or mate (on obtaining a pilot's certificate) can pilot his own vessel in or out of any port in the United Kingdom. An Englishman cannot be master or mate of any foreign vessel that I know of, so he can't hold a pilot's certificate in one vessel. An alien can obtain any certificate in this country; consequently he can pilot his own country vessels and British vessels also. With your permission I will give a few facts in connection with the river Thames. The pilots of the North Channel opposed the licensing of aliens all they possibly could, but the shipbrokers and owners were too strong for them; and the pilots did not receive the help they expected from quarters where they ought to have had it. One of their M.P.'s, Sir Henry Tyler, walked out of the House and allowed the clause to pass unopposed, although he was left in charge of it, and was in close correspondence with the pilots. It shows plainly how little we should trust politicians. At present he has not explained to his seafaring constituents why he served them that trick. The United Kingdom Pilots' Association stood neutral, because the majority of its members took the bait that was offered to them in the Bill—viz., that pilots should be placed on the different pilotage boards, &c., they reasonably expecting that having practical men on the Boards, the aliens would not have their certificates presented to them, but have to pass the same examination as an Englishman; also with regard to age and eyes, and many other qualifications that they have been exempt from up to the present. So part of the pilots were willing to sell the pilots' birthright for these sopps. The Swedish *s.s. Thorstone* and *Bele* used to carry licensed Thames pilots on board, but the Trinity House, finding they were acting unlawfully (not being masters or mates according to the Merchant Shipping Act, and not being allowed to be masters or mates according to Swedish law) these licenses were withdrawn. Then, the master of the *Bele* and the mate of the *Thorstone* obtained pilots' certificates, retaining the Englishmen on board to act as nurses to these certificated Swedes. Since that the mate of the *Thorstone* has gone in another trade, and the English nurse has become a naturalized Swede, and if his Majesty King Oscar will present him with a Swedish mate's certificate, he will then be eligible for an English pilot's license as a Swede. This steamer takes a pilot from the cutters at present, which all this class of vessels ought to do, and it is probably the wishes of the Trinity House that they should, until some Swede of some sort gets a present. Now, the pilots can see Swedes, Germans, &c., passing them flying British pilots' flags. Don't some of our seafaring readers think it a bitter pill to swallow? I know from experience it knocks hard against British loyalty, and it is slowly but surely sapping the heart's blood of this country. If SEAFARING would kindly publish the evidence that was given before the Select Committee on the Pilotage Bill it would show Englishmen how painfully they are handicapped. One part of the summing-up was (although we are giving the foreigner a premium to take Englishmen's bread away), "They saw no reason why they should not be passed." One witness (Mr. Greaves, of London) was especially bitter against Englishmen. Much more could be said. It's a long but true story how the British pilots' birthrights were ruthlessly given to all nations, without one farthing compensation, or one item of reciprocity from these nations.—I am, yours respectfully,

SHIPMASTER,
London and East Coast Pilot.

TO CORRESPONDENTS.

A MEMBER OF THE LEITH BRANCH.—Your Branch meeting is the proper place for any such complaints.

G. H. WILSON.—You must complain at a meeting of the Union.

"AN OLD SALT."—You must send us the report of case referred to.

SHIP SANITATION, No. 9.

MEDICAL ADVICE TO SEAMEN.

To the Editor of "Seafaring."

SIR,—May I take for my text the history of a couple of sick cases from my note book of last week, types of two classes of which your seafaring readers could probably call to mind many similar instances. The first case is that of a seaman who, towards the end of a three months' voyage in a steamship, contracted the Levant fever at Malta, and on arrival at Liverpool en route to final port in South Wales, after quietly waiting four days in his berth for the master of the steamer to get him a doctor, reported himself at my surgery so ill and jaundiced that, having little hope of his recovery, I advised him to go at once by train to his home in South Wales. The other case is that of a fireman, M.W., in the Atlantic passenger trade, of long service with high testimonials. He was in good health and passed the Board of Trade Medical Inspection last month on sailing day. He worked comfortably as greaser until leaving New York on the homeward passage—he was then attacked with cough, spitting of blood, and unable to eat the usual rations. Three times he reported himself to the ship's surgeon, who gave him a bottle of medicine on each occasion, but neither medically examined his chest nor laid him up, nor gave him written orders for invalid diet. Such was his statement to me, and also, as he affirmed, to the superintendent shore engineer, who, seeing the poor fellow's altered appearance, at once ordered him fifteen shillings per week gratuity, promising him a light post as messenger when he should recover. A written description of the microscopic appearances of the blood he expectorated has been sent to me by the assistant of the leading Liverpool surgeon. The question naturally arises, why did not the engineers suggest to the doctor to lay him up? The second engineer might in self defence reply, if the fireman was so ill, he could himself have asked to be laid up. But no, M.W. was too manly and unselfish, like other fine fellows described in my "Ship's Surgeon of To-day," he would rather drop at his six hours watches than throw extra work upon his mate. Poor fellow, his health was his only stock-in-trade. What is to become of him and his family?

These are the two heads of my subject. Now very briefly the medical advice, let the seamen wake up to their own interests and request the Union secretary of their Branches to hang up in their rooms copy of the document of their legal rights, contained in sections No. 7, 8, 9, chapter 124, 30 and 31 Victoria, of Merchant Shipping Act, 1867. Let the feeling of brotherhood and *esprit de corps* for the Union so work in their hearts on nearing the port of arrival after every voyage, that the sick or injured brother-member may not be forgotten in the rush to the public-house, but reported without delay at the Union office, in view of his removal to hospital or respectable lodging house under the medical care of the surgeon of the Branch. In conclusion, one word upon the subject of vaccination. So keenly do I feel the necessity for our members of this perfect protective against fatal attacks of the loathsome smallpox, that I have posted up a notice in our Bootle Branch offering vaccination gratuitously to every member of the N. A. S. & F. Union upon joining the sick fund, and who has not been vaccinated since infancy.—I am, etc.,

C. H. LEET, F.R.O.S.

Bootle, June 16, 1890.

COMPENSATION WANTED.

To the Editor of Seafaring.

SIR,—I having received injuries as will be a hindrance to me, I expect, all my life, I have applied to company. They say they cannot employ me. It happened nine months ago, during a voyage. Can I claim anything? Please answer in correspondence.

G. S. BIRKENHEAD.

Birkenhead, June 17, 1890.

Our correspondent does not give sufficient particulars to enable us to answer. He had better go to the nearest Branch of the Union and state his case.—Ed. SEAFARING.

CRIMPING AT SAN FRANCISCO.—A telegram from San Francisco says that Andrew Hendel, a native of Germany, shanghaied by a crimp, was put on board the ship *Arabia*, which sailed on Sunday for Liverpool. At the first opportunity he jumped overboard, but was unable to make the shore and was drowned. His sister, when she heard of the news, attempted to commit suicide. She said her brother came from Germany to the city to make his fortune.

IN THE DOG WATCH.

Following our report of the Grimsby Branch of the Seamen's Union this week will be found a most interesting account of the progress of the Union in the Humber District, which progress reflects great credit on the able secretary, Mr. Young. Mr. S. Begg, the treasurer of the Hull Branch, and the others who are mentioned, also deserve the thanks of Union men for the headway made in that quarter in the teeth of much difficulty.

Such are the uncertainties of the law that, as the proverb has it, one man may steal a horse with impunity while another may not look over a hedge. This uncertainty was shown at Cardiff the other day, when the full penalty of £100, and costs, for overloading, was inflicted on Captain Jenkins, of the steamer *Rydal Hill*. It is good that the full penalty should be inflicted, and waste of life be stopped by such punishment; but there have been many worse cases of overloading in which a very nominal penalty, and indeed none at all, has been imposed.

Most readers of SEAFARING by this time know the signature "The Man with a Carpet Bag." The correspondent who so signs himself writes:—"It is with pleasure that I see the Hull Local Society has at last thrown in its lot with the National Union. That is just as it should have been twelve months ago; however, better late than never. Let us hope that by the united action of the two societies Hull will soon become one of the best Union ports. If I may be excused in using a football term, I should say, 'Play up Hull.'"

A correspondent signing herself "Red Ball" writes to us from Hull:—"Seeing by your valuable paper SEAFARING that you are ever ready to take up the grievances of any section of the seafaring community, I would like to ask, as a stewardess, if something could not be done for us. There is a great number of us sailing out of the port of Hull, and the way we are paid is something scandalous. When the ship is on a voyage we are paid 10s. a week, with provisions found, but no matter how long the ship may be in port we only get 10s. a week and no provisions. I think you will agree with me when I say this is not sufficient to pay board and lodgings and keep a good appearance. I should suggest that the Union form a stewardesses section, with a reduced entrance fee, and less contributions, as our present rate of pay will not allow of us paying the same as the seamen and firemen. I see no reason why we should not take part in the great struggle against capital."

Nor do we, only it should be understood that the struggle is not so much against capital as in favour of labour. At any rate, we commend the case of the stewardesses to the consideration of the Seamen's Union.

Fairplay, which has recently had a number of articles on Shanghaeing and Blood Money at Frisco, says:—

If the Government were sincere in a desire to remove it, the difficulty would be by no means insurmountable. The simplest remedy would be to provide that when a vessel signed on her crew, say

for San Francisco, the articles should be in triplicate, instead of, as now, in duplicate; one copy would be lodged, as is the case now, at the shipping office, another would remain with the captain of the ship, and the third should be forwarded to the British Consul at the port to which the ship was bound. On her arrival it should be the duty of the latter official to board the ship, either personally or by trustworthy agents, and to have the crew mustered. The Consul would see the men as they answered to their names, and would retain in his mind some general sort of idea of their appearance, which would be supplemented by the official documents in his possession of the men who had signed. Supposing this was done, what constantly occurs now would become almost impossible. Now a crew may desert from a freshly arrived British ship one day, and the next day be signed on before the British Consul for another ship. This clearly could not happen if the measure that we have suggested, or some similar one, were put in force. As matters stand, the treatment of British sailors in some of these American ports is a scandal and a disgrace.

With the last sentence most of our readers will probably agree, but the suggested remedy is another matter. It looks very well on paper, but while Consuls are selected by favouritism instead of merit, seamen will not expect much from them.

The present writer heard the following story told to a number of Scotsmen in a London restaurant the other day, as illustrative of the tendency of their countrymen to "go south." Certain shipwrecked persons, among them a Scotsman, found themselves in an open boat without a compass, and all of them in a filthy condition, more or less suffering from vermin. The castaways did not know which way to steer. But the Scot was equal to the occasion. Taking one of the vermin off his own person he carefully placed it on a piece of wood, whereon it began to move. All knew that, being Scotch, it would only go south, and thus the points of the compass were discovered, and the castaways by steering south reached land. The Scotsmen who heard the story told were much amused.

Here are some interesting figures which have just been published:—The official return of sums voted, and of the expenditure on account of the relief of distressed British sailors abroad, shows that the expenditure in 1889 was £26,962. In 1855, when the vote was first administered by the Board of Trade, the expenditure was £8,662, rising to £38,427 in 1868-9. A return showing the number and amount of seamen's money orders issued in this country and abroad, and paid at ports in the United Kingdom, has been made to the Board of Trade. In 1888-9 the number issued was 87,324, the amount received being £416,166; the number cashed (exclusive of amounts paid at ports abroad) was 87,369, valued at £417,019. In the previous year £413,066 was received, and £413,227 paid out. In 1867 £295,622 was received and £295,153 paid out. According to the last official return the number of apprentices enrolled in the merchant shipping service in 1889 was 2,241, while 2,725 indentures were either cancelled or became void by death or expiration. Contrasting the figures of last year with previous periods an enormous decrease is apparent. In 1845 the number enrolled was 15,704; 1855, 7,461; 1860, 5,616; 1870, 4,241; 1880, 3,501; 1885, 2,504. In 1870 there were 18,303 indentures in existence; 1880, 14,667; 1885, 10,437; 1889, 9,012.

Here are some more interesting statistics. From a Parliamentary Return just published it appears that in the year 1851 the num-

ber of British subjects employed in this direction was 136,141 (exclusive of masters), and the number of foreigners was 5,793, the proportion of foreigners to every 100 British subjects employed being 4.2. In 1870, 18,011 aliens were engaged out of a total of 195,962 persons; the percentage of foreigners being 10.1. Ten years later, 23,280 persons of foreign origin were employed, against 169,691 British, the percentage rising to 13.72. It has since increased to 14.63 in every hundred; the largest number of foreigners was employed in 1883, the percentage being 16.42, or 28,313 out of a total of 200,727. According to a statistical table given in the return, out of a total crew of 698 persons, 116 were foreigners, most of them being Norwegians, Swedes, Germans, Americans, and Danes. These figures refer to sailing vessels. In the case of steamers, out of a total of 1,741, 85 were foreigners, exclusive of lascars—Germans and Swedes being in the majority.

BANQUET TO MR. J. H. WILSON.—As we go to press a banquet to the general secretary of the Sailor's and Firemen's Union is being given at Sunderland, on the occasion of the forthcoming removal of the head office to London. The Mayor of Sunderland is presiding, supported by Mr. Plimsoll, president of the Union, Mr. T. Watson Brown, solicitor, and several prominent gentlemen of the town. A full report of the proceedings will appear next week, when it will be seen that Mr. Wilson takes with him to London the best wishes and respect of his own townsmen, who know him

On July 1 the marine engineers of Liverpool intend making a demand for increased wages, and also for more men for steamers in proportion to the tonnage of the vessels and the power of the engines. They have drawn up a new tariff of wages, which has been approved by the Engineers' Institute. They add that they have good reason to believe that their terms will be granted.

STABBING AFFRAY AT SEA.—Before Mr. Mead, at the Thames Police Court, London, Alfred Sampson, 30, a man of colour, and a seaman on board the steamer *Rapid*, lying in the South West India Docks, was charged with stabbing Nicholas Brown, chief officer of the vessel. Prosecution denied that he threatened to blow out the prisoner's brains. Prisoner said he refused to work before 6 o'clock, and the mate then threatened to shoot him. He had a revolver in his hand, and he (prisoner) took the knife to protect himself. Mr. Mead said that authority must be kept on board ship. Prisoner had committed a very bad assault, and he would be sentenced to two months' hard labour.

SHIPWRECKED FISHERMEN AND MARINERS' SOCIETY.—The fifty-first anniversary meeting of this National Organisation was held on Thursday, June 26, at the London Sailors' Home, where its head office is located. Admiral J. C. Prevost, chairman of the Society and of the Home, presided, and amongst those present were numerous friends and supporters. The annual report showed that, during the twelve months ending Dec. 31, 1889, the "Maritime Losses and Casualties" amounted to but 1,668, as compared with the annual average of 2,066 for the five preceding, or 328 less, in 1889, than the lowest number for any year of such period; and that the "British Wrecks and Lives Lost," reported, comprised 666 vessels and 1,224 lives, as compared with the annual average of 935 vessels, and 1,937 lives, for the five preceding years 1884-88, or 151 vessels and 341 lives less, in 1889, than the lowest number for any year of the period. But there occurred within the year several foundering of vessels, with their entire crews. In each of these cases, as well as in numerous others, the Society's aid had been unfailingly extended to the widows and orphans. In conformity with the decrease in the Wreck Statistics of the year, a considerably diminished annual total of 9,245 persons were assisted and relieved in 1889, by the Society, making, in all, a grand total of 416,102 persons aided since the Society was first instituted in 1839. Rewards for saving life from shipwreck at sea had been accorded in eight cases; the report made mention of a modification of the membership rule as regards relief grants for boats in the case of new members; and stated the income of the Society for the past year to have been £25,868, as against £23,935 in 1888, over 7,600 thereof being contributed by nearly 50,000 Mariner and Fishermen Members of the Society themselves.

SAILORS' AND FIREMEN'S UNION.

(From our own Correspondents.)

LONDON DISTRICT.

At the usual weekly meeting of Green's Home Branch, held at the Wades Arms on June 19, Mr. Byrne in the chair, the members joined during the week were duly enrolled, making the total strength of the Branch 3,800 members. On the motion of Messrs. Beattie and Taylor, a hearty vote of thanks was accorded to Mr. Plimsoll for his action in successfully carrying through Parliament the Load Line Bill, and the action of the secretary in ringing the parish bells in honour of the event, was fully confirmed. The nominations for officers for the next half-year were closed, and the elections take place at next meeting. The following members volunteered to take the collection boxes for Sunday's demonstration in aid of the funds of the Children's Hospital, Shadwell: Bros. Munro, Taylor, Thorpe, Lavery, and Malby. The meeting adjourned at 10 p.m.

At the usual weekly meeting of Tidal Basin Branch, held in the Schoolroom, Tidal Basin, June 20, Bro. Fowler in the chair, after the enroling of the new members and the adoption of the minutes, the correspondence for the week was read, including a letter from a member of our Branch now lying in the Seamen's Hospital in great distress. It was proposed by Bro. Garvie, and seconded by Bro. Jones, that we grant him £2; carried. A letter was read from the head office with reference to the alteration of the rules, and the annual and quarterly reports. It was suggested by several members that the latter be published in SEAFARING. A comment was made with reference to the Children's Hospital Demonstration on Sunday, June 22. It was proposed by Bro. Lowe, and seconded by Bro. Fowler, that we attend with banner and regalia; carried. The nomination for officers for the ensuing six months was next gone into. Councillor White was appointed treasurer, Bro. J. Starr was appointed president, Bros. McGarth and Bone ran for vice-president, Mr. Pirrett was appointed secretary, Bros. Brown, Clark, and Lowe ran for sailors' delegate, and Bro. Harris was appointed firemen's delegate. The nominations for the above all being closed, it was decided that the election take place on the following Friday, the committee to be then nominated.

A member writes us suggesting that the quarterly report of the Union be published in SEAFARING, as that would save expense and increase the sale of the paper.

The office of Tower Hill Branch is removed to rooms immediately over Lockhart's Cocoa Rooms, entrance in King-street, where intending members may be enrolled and members may pay their contributions. During shipping office hours the club-room will be open for the use of members for reading or writing letters while waiting for their ships to pay off or sign. Weekly meetings on Tuesday evenings.

LIVERPOOL BRANCHES.

At the weekly meeting of the South End Branch, June 23, Mr. A. Duncan in the chair, Mr. H. R. Taunton in the vice-chair, the minutes were passed, and the correspondence was next read and duly considered, after which the financial statement for week was accepted. The Load Line Bill having received the Royal Assent, was discussed by the meeting, and it was moved by Mr. G. Garrett—That we, the members of the Liverpool Branch of the N. A. S. & F. Union, tender our heartiest thanks to Samuel Plimsoll, Esq., for the indefatigable services he has rendered to the general seafaring community in bringing about a measure and championing it through Parliament, viz., the Compulsory Load Line Bill, a measure which is calculated to be the means of saving hundreds of lives annually, and we trust that he will long be spared to see the results of his labours. This was seconded by Mr. T. Tuttle, supported by Mr. S. Robinson, and carried with acclamation, the members all standing and giving three times three. The secretary then read the general secretary's appeal for a levy of 10s., to be paid by instalments of 6d. and upwards, for the purpose of building up a protection fund in case that our employers should strive to reduce our rate of wages. A great many opinions were expressed both for and against. Finally it was resolved, on the motion of Mr. T. Tuttle, that the question stand over until the other Branches in the district express their opinions; seconded by Mr. J. Ball, and carried. Next a letter was read by the secretary from Captain G. T. Luccock, wanting to know if the secretary could possibly establish a Branch of the Masters' and Officers' Union in

Liverpool, and offering to pay a commission on the work done. It was moved by Mr. J. B. Jones that the secretary do not accept the position, as he has plenty of work to attend to at present; seconded by Mr. M. Ward. Moved as an amendment by Mr. Tuttle that the secretary take steps to form a Branch of the said Union in Liverpool, which will mean a great assistance to our Union; seconded by Mr. F. Lowe, supported by Mr. P. Bernard, and on being put to the meeting, the amendment was carried by 52 votes to 3. Next the re-election of officers for the ensuing six months was dealt with. There were no new nominations, with the exception of the chairman. Mr. T. Richards moved that Mr. H. R. Taunton be chairman for the ensuing six months; seconded by Mr. R. Williams, and on being put to the meeting this was carried unanimously. The hour being now late, the meeting had to adjourn without dealing with some other questions at present.

At the weekly meeting of the Bootle Branch, Mr. McKevitt in the chair, Mr. Grey in the vice-chair, the minutes, the correspondence, and the financial statement for the week were accepted. An appeal from the general secretary was then read to the meeting, asking the opinion of the members of the Branch whether or not they would agree to a levy of 1s. being placed upon them, in order to raise a fund for the protection of members out on strike against a reduction of wages, as owing to depression of trade the shipowners were doing all in their power to bring the wages down. After considerable discussion on the matter, Mr. McNulty moved that no levy be placed upon the members. This was seconded by Mr. Slade, and carried by a majority of 7. An appeal from Captain Luccock, secretary of the Officers' Union, asking Mr. Nicholson, the district secretary of our Union, to form a Branch of the Shipmasters' and Officers' Union in Liverpool, was then placed before the meeting. Mr. Crockwell moved that the district secretary be empowered to form a Branch of the said Union in Liverpool, and help them in any way that he thinks fit; this was seconded by Mr. Shields. An amendment by Mr. McLevy, that while we wish them every success we give them no actual assistance, was seconded by Dr. Leet. On being put to the meeting the motion was carried. The final election of officers was then placed before the meeting, this being the fourth time. Mr. Gray moved that the officials now in office remain so for the ensuing half-year; this was seconded by Mr. Slade, and carried unanimously. Dr. C. H. Leet moved a hearty vote of thanks to Mr. Plimsoll for the indefatigable manner in which he has worked to get the Load Line Bill passed, and for his support of, and the great interest he takes in, our Union; this was seconded by Mr. J. Crockwell, and carried in the orthodox British fashion by three hearty cheers. Mr. McNulty moved that £2 be granted out of the Branch management fund to help the tailoresses out on strike for a reduction of working hours; seconded by Mr. Slade and carried. In the case of the member, M. Wolfe, who is greatly in need of assistance, Mr. Slade moved that we grant him 14s. out of a small reserve fund belonging to the Branch; this was seconded by Dr. Leet, supported by Mr. McLevy, and carried. The meeting then adjourned.

BIRKENHEAD BRANCH.

At the usual weekly meeting, June 18, Mr. John Griffiths, chairman, the minutes, together with the correspondence and financial statement for the week ending June 14, were each in turn read over and accepted. On the motion of Bro. R. Davis, seconded by Bro. W. Critchley, the following resolution was carried unanimously, amidst applause: "That we, the members of the Birkenhead Branch of the National Amalgamated Sailors' and Firemen's Union, do hereby tender our most heartfelt and sincere thanks to our worthy president, Samuel Plimsoll, Esq., for his untiring efforts in trying to secure the passing of the Load Line Bill, and we furthermore sincerely hope and trust he may be long spared in his good mission of trying to better the condition of the British seamen." After some remarks from Messrs. W. Nicholson and A. Shepherd respecting the dispute existing between the Liverpool tailoresses and their employers, it was moved by Bro. R. Cahil, seconded by Bro. J. Kerr, and carried, "That the sum of £2 be granted them during their present dispute." The secretary made known the result of the drawing and subscription for the widow and orphans of the late James Hanlon, the proceeds amounting to £10 17s. 1d., which sum was duly handed over to Mrs. Hanlon and receipted for. Bro. R. Trevellick called upon Mr. W. Nicholson, district secretary, to give some explanation respecting certain correspondence which appeared in various papers, purporting to have passed between Mr. W. Nicholson and the secretary of the Liverpool Steamship Owners' Association, to which Mr. W. Nicholson responded by

reading the various correspondence which had passed between himself and the secretary of the Steamship Owners' Association, and after some remarks from Bro. D. J. Kenny respecting the same, it was moved by Bro. G. Birkenhead, seconded by Bro. J. Quinn, "That we approve of Mr. W. Nicholson's action in corresponding with the secretary of the Steamship Owners' Association." It was carried, and after a vote of thanks to the visitors and the chairman, the meeting adjourned.

CARDIFF BRANCH.

At the usual Branch meeting Mr. Tucker was elected to the chair, and the minutes were confirmed, also the minutes of the committee. The financial statement was then read, giving the income and expenditure of the week, which proved to be the largest since the formation of the Branch. The total amount taken in the office alone (leaving out the home and stores) amounted to £211 15s. 8d. The last week's return was considered large, but this week's was ahead, and no doubt every member of the Cardiff Branch will be proud to think of the flourishing condition of his own Branch. Correspondence was then read from Mr. Price, of Belfast, re s.s. *Duchess*, thanking our secretary for the assistance he had rendered in getting the scab crew out, thus gaining a complete victory. Several letters were read from the head office, one in reference to the alteration of the rules. The secretary said that any member wishing to make any alteration in the present rules must make out same and forward to the office. It is a question which should attract the attention of all members, for the greater the interest taken the greater will be the success, and the sooner will our redemption be. No one ever dreamt two years ago that the seamen and firemen of this country would be in the position they are to-day. No other organisation ever achieved the success in such a short time as the Seamen's and Firemen's Union has. In referring to Load Line Bill, which has been passed, it should be borne in mind as memorable to the seamen of this country for the great demand they have made and achieved. It was the united strength shown that made Parliament not throw out such a measure; but while we wish success to our Union we must not forget the untiring and unflinching efforts of Mr. Samuel Plimsoll in bringing about this measure, and accord him a hearty vote of thanks. It was then moved, and carried unanimously, that a hearty vote of thanks be accorded Mr. S. Plimsoll for the services he had rendered and his efforts made in bringing about the Load Line Bill, which had been successfully carried through Parliament. Mr. Gardner said he was glad to inform the members that the church bells had been rung on the day the Bill was passed, and in honour of the event. After various other discussions, the meeting closed.

Mr. C. Anderson, boarding-house keeper, 177, Bute-road, Cardiff, complains of his establishment having been referred to in SEAFARING as a "scab boarding-house." To Mr. Anderson we would point out that the expression, as we understood it, simply meant that his boarders were not all members of the Seamen's Union. Mr. Anderson is a stranger to us, against whom we have no ill-will, and we shall be happy to publish a contradiction from him.

PORT GLASGOW BRANCH.

At the usual fortnightly meeting, June 17, Mr. Simon Williams, V.P., in the chair, there were no complaints. The secretary explained to the members that the Load Line Bill had now received the Royal sanction, and was now an Act of Parliament, and pointed out the work done by Mr. Samuel Plimsoll, the sailors' friend, and asked the members to take steps to have the burgh bells rung on Wednesday night; but after some discussion on the matter, it was thought that the shipowning interests were too strong to have that done, and the matter was allowed to drop. Mr. Hugh Carson then moved the following resolution:—"That we, the members of the Port Glasgow Branch of the National Amalgamated Sailors' and Firemen's Union of Great Britain and Ireland, tender to Mr. Samuel Plimsoll our heartfelt gratitude for the many services rendered the sailor in the past, and pray that God will grant him strength to accomplish many similar acts in the future for the benefit of the sailor, and that he may yet, this session, have the deck load question settled to his own satisfaction." If that was done, he (Mr. Carson) had no doubt but what the sailors would be quite satisfied. This was duly seconded by Mr. Thomas Kerrigan, and heartily carried. The election of office-bearers was then taken up. Mr. Simon Williams was unanimously elected as chairman; Messrs. McCann, Murray, and Martin were nominated for the vice-chair, and Messrs. T. Martin, James M. Dade, Wm. Collins, Hugh Carson, and T. Kerrigan were duly nominated as members of committee. A vote of thanks to the chairman closed the meeting.

For continuation of Branches see page 11.

SEAFARING MEN

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- To provide assistance in case of Illness, Accident, and Shipwreck; and
- To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

- ABERDEEN.**—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.
- AMBLE.**—G. H. Guthrie.
- ARBROATH.**—J. Wood, 17, Ferry-street, Montrose.
- ARDROSSAN.**—W. Galbraith, 50, Princes-street.
- BARROW-IN-FURNESS.**—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.
- BARRY DOCK.**—J. Harrison, 4, Station-ter., Cogan, secretary; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. Gore, medical officer, High-street, Barry. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.
- BELFAST.**—R. Price, 41, Queen-square.
- BIRKENHEAD.**—Alexander Shepherd, 12, Taylor-st. Meeting, every Wednesday evening at 7.30 p.m.
- BLUTH.**—James Heatley, 9, Market-street. Meeting, Wednesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blyth.
- BO'NESS.**—F. F. Gant, Pierhead. Office hours, 9 a.m. to 5 p.m.
- BOSTON.**—
- BRISTOL.**—T. J. Dancy, 45, Prince-street, Queen's-square, secretary; Captain C. T. Taylor-Rae, president; Dr. Tristram, 115, New Cut, medical officer; Mr. Cross, May-chambers, Clare-street, solicitor; Captain Langdon, 69, Queen-square, treasurer. Meetings, every Monday evening, 7.30 at The Ship, Redcliff Hill; every alternate Saturday, 7.30 p.m., at Steam Packet Hotel, Horwell-road.
- BURNTISLAND.**—Jas. Moody, 12, Somerville-street, secretary, who is to be found at the office till 9.30 p.m. any night; Alexander Mackintosh, Esq., 41, High-street, law agent. Meeting, every Monday evening at 7 p.m.
- CALCUTTA.**—70, Bentinck-street.
- CARDIFF.**—John Gardner, Sailors' Union Institute, West Bute-street, secretary; Dr. De Vere Hunt, Westbourne-crescent, Canton Bridge, near Bute Castle, medical officer; Joseph Henry Jones, Esq., St. Mary-st., solicitor. Dr. De Vere Hunt attends at above Institute daily at noon.
- CORK.**—Michael Austin, 6, Patrick-street.
- DROGHEDA.**—James Fitzpatrick, Quay-st., Dundalk, secretary. Agent in Drogheda, John Castell, 123, Chord-road, Drogheda.
- DUBLIN.**—John Dench, 87, Marlboro'-street, Meeting, Friday evening, 7.30 p.m., at 87, Marlboro'-street.
- DUNDALK.**—J. Fitzpatrick, Quay-street, secretary.
- DUNDEE.**—C. W. Millar, Mariners' Hall, 48, Candle-lane, secretary; Messrs. Cowan & Dunbar, 3, Reform-street, Dundee, solicitors. Meeting, Monday, 7 p.m.
- DOVER.**—Albert Martin, 33, Bartholomew-street, Charlton, secretary. Meeting, 13, Commercial-quay.
- FLEETWOOD.**—J. Davidson, Sailors' and Firemen's Union, corner of Dock and Albert-streets, secretary; F. Addie, Esq., solicitor. Meeting, Monday evening, 7 p.m.
- GLASGOW.**—J. D. Boyd, 13, James Watt-street, secretary; Mr. J. McQuillan, president; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday evening, 7.30 p.m., at 102, Maxwell-street.
- GOOLE.**—W. R. Chappell, Bank-buildings, sec., R. W. E. Whitehead, Esq., Bowalley-lane, Hull solicitor. Meetings, Tuesday and Friday evenings, 7.30 p.m., at Bank-buildings.

- GRAYS.**—Wm. Wall 18, Charles-street. Meeting every Wednesday 7 p.m., at the Queen's Hotel, High-street. Mr. Henry Mills, president.
- GRAVESEND.**—John Degrin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.
- GREAT GRIMSBY.**—Wm. Young, Unity House, 1, Kent-st., secretary; R. W. E. Whitehead, Esq., Bowalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.
- GREAT YARMOUTH.**—Charles Albrough, 121, High-street, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-st., Gorleston, every alternate Monday.
- GREENOCK.**—E. Donnelly, 16, East India Breast.
- GRANGEMOUTH.**—Edwin Cowie, Masonic Hall, Grange-street, secretary. Office hours, 9 a.m. to 6 p.m. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-street, solicitor. Meeting, Monday evening, at 7 p.m., in Public Institute.
- HULL.**—J. Hill, Unity Hall, Prince-st., Dagger-lane, secretary; Mr. John Hussey, outside delegate; R. W. E. Whitehead, Esq., Bowalley-lane, solicitor. Meeting, Tuesday and Friday evenings, 7.30.
- KING'S LYNN.**—Wm. Bennett, 14, South-street. Meeting, Friday evening, 8 p.m.
- LEITH.**—Robert Smith, Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.C., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer; Mr. James Brown, outside delegate. Meetings held on Tuesday evenings, at 7.30 p.m., in Lifeboat Hall, Blackburn-buildings, Tolbooth Wynd, Leith.
- LIVERPOOL (South End).**—Wm. Nicholson, Malakoff Hall, Cleveland-square, secretary; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.
- LIVERPOOL.**—(North End).—T. Connarty, 116, Derby-road, secretary; Dr. Leet, Derby-road, Bootle, medical officer; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.
- LONDON (Tidal Basin).**—G. Pirrett, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214.
- LONDON (Tower Hill).**—J. Wildgoose, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting every Tuesday evening, in the office, at 8.
- LONDON (Green's Home Branch).**—A. Mercer, 5, Jeremiah-street, East India-road, E., secretary; Dr. Hope, medical officer; Geo. H. Young, Esq., Arbour-square, Stepney, solicitor. Meeting, Thursday evening, 8 p.m., at Wade's Arms, Poplar. Telephone No. 5213.
- LONDON (Rotherhithe and Deptford Branch).**—C. Wykes, 20, Forsyth-street.
- LONDONDERBY.**—A. O'Hea, 27, William-street.
- LOWESTOFT.**—
- MARYPORT.**—J. Smith, Elliott-yard, Senhouse street, secretary, resides on the premises, where he can be seen at any time. Meeting, Monday evening 7 p.m.
- METHIL.**—Wm. Walker, Commercial-street.
- MONTROSE.**—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.
- MIDDLESBRO'**—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosford-street, medical officer; T. Watson Brown, Esq., B.A., LL.B., 57, Villiers-street, Sunderland, solicitor; William Jackson, outside delegate. General meeting, Monday, 7 p.m., at Robinson's Market Hotel; committee meeting, Thursday evening, at 7 p.m. Telephone No. 5127.
- NEWCASTLE-ON-TYNE.**—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Elliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.
- NEWPORT (Mon.).**—F. Gilman, 31, Ruperra-street, secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.
- NEWRY.**—D. Lennon, agent, Dublin-road. Jas. Fitzpatrick, Quay-street, Dundalk, secretary.
- PORT GLASGOW.**—E. Donnelly, 16, East India Breast, Greenock.
- PENARTH.**—J. Harrison, 4, Station-terrace, Cogan, secretary J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. De Vere Hunt, medical officer, Westbourne-crescent, Canton Bridge, Cardiff, attends daily at the Union Offices, Cardiff, at noon, for Penarth members. Meeting, Thursday evening, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.
- PETERHEAD.**—T. D. Rennie, 66, Queen-street, sec.
- SEAHAM HARBOUR.**—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

- PLYMOUTH.**—D. J. Evans, National Sailors' and Firemen's Union Office, Forester's Hall, North-street. Meetings, Friday evening, 7 p.m. at the office.
- SHIELDS (South).**—D. Clement, Seamen's National Union Hall, Coronation-street, secretary; G. Cowie, assistant secretary; Dr. Robson, medical officer, 1, Regent-street; solicitor, R. Jacks, Esq., King-street. Meeting nights, Monday and Friday, at 7 p.m.
- SHIELDS (North).**—George Stewart, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.
- SOUTHAMPTON.**—Chivers, High-street Chambers, 80, High-street, secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 7 p.m.
- STOCKTON-ON-TEES.**—Jas. Skerratt, 13, Wharf-street, secretary. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.
- SUNDERLAND.**—W. Lonsdale, Prospect-row, near Shipping Office. Meeting, Monday evening, 7 o'clock, at 174, High-street East. Solicitor, T. Watson Brown, Esq., B.A., LL.D., 57, Villiers-street.
- SWANSEA.**—R. Thomas, Colosseum Hotel, Wind-st.
- WEST HARTLEPOOL.**—J. Leahy, Russell's Buildings. Meeting, Friday evening, at 7 p.m., at office.
- WHITBY.**—Paul Stamp, agent, Fleece Inn.
- WHITSTABLE.**—J. Donovan, Lodgegate Hill.
- WHITEHAVEN.**—John Smith, Maryport.
- WORKINGTON.**—
- WALLSEND.**—Septimus Johnson, 17, Third-street, Palmer's Buildings.

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N.B.—Wholesale Department for Slop Chests. Price List on application.

SAFE ANCHORAGE. WHERE TO BOARD.

UNION BOARDING-HOUSES.

BARRY.—Mrs. G. Gawler, 100, Queen-street.
CARDIFF.—Seamen's Institute, West Bute-street.
HULL.—Mr. J. Ward, 17, Osborne-street.
LONDON.—Mrs. C. Marringtoun, 76A, Minorities (for officers).
PLYMOUTH.—Mr. Stephens, 11, Bath-street.
SUNDERLAND.—Wilson's Temperance Hotel, 174, High-street East.

NOTICE TO UNION SEAMEN.

Union Men are requested to BOARD only at Boarding Houses which are ADVERTISED in "SEAFARING."

Members having complaints against Boarding Masters must send them in to the nearest Branch Secretary.

By order of the Executive, Sailors' and Firemen's Union,
J. H. WILSON, General Secretary.

The names and addresses of the keepers of Seamen's Boarding-houses will be inserted in SEAFARING at the rate of 2s. each per week, payable in advance. For 13 weeks the price is 15s.; for 26 weeks, 25s., payable in advance. These advertisements are intended as a Directory to seafaring men, so that on arriving at any port they have only to refer to SEAFARING to find where they can be comfortably boarded and fairly treated. No Seamen's Boarding-house will be advertised in SEAFARING on any terms unless recommended by the Branch Secretary of the Sailors' and Firemen's Union in whose district the house is situated.

BLYTH BRANCH.

Will R. A. BLASTROM, No. 7, Blyth Branch, communicate with the Secretary immediately. Important.

JAS. HEATLEY, Sec.
 9, Market-st., Blyth.

THE BEST HOUSE FOR

SAILORS' & FIREMEN'S BOOTS & SHOES

IS

S. VINICOMBE'S,
 11 & 23, VICTORIA DOCK RD., E.
 ESTABLISHED 1867.

ESTABLISHED 1856.

SAMUEL & CO.,
 140, BUTE ROAD, CARDIFF,

AND AT

STATION ROAD, BARRY DOCK
 (Between Andrew's Coffee House & Dock Station).

TAILORS, OUTFITTERS, & BOOT MAKERS.
 THE NOTED STORES FOR FAIR TRADING.

New and Second-hand Sextants, Quadrants, and Marine Glasses always in Stock.

ADVANCE NOTES CASHED FOR 1s. IN THE POUND.

N.B.—Special terms have been arranged for all Members of the Seamen's Union.

ALL SEAMEN COMING TO GRIMSBY,
GO TO

JOHN ODLING,
 TAILOR, CLOTHIER, & OUTFITTER,
 10, CLEETHORPE ROAD,
 GRIMSBY.

J. J. HERDMAN,
 LYNN HOUSE, CHAPEL STREET,
 KING'S LYNN,
 (TWO MINUTES' WALK FROM THE DOCKS),

Keeps a good and well-assorted Stock of
SEAMEN'S OUTFITTING.

Special Attention given to the
SPECIAL MEASURES TAILORING DEPARTMENT.

YOUR ORDERS RESPECTFULLY SOLICITED.

Note Address.—HERDMAN, CHAPEL STREET

TOWER HILL BRANCH.

NOTICE TO MEMBERS.

The above Branch is to be removed to more commodious premises immediately over Lockhart's Cocoa Rooms, on Tower Hill, where members will find every convenience for reading the news or writing letters while waiting for their ships to sign or pay off.

All communications after Monday, June 9, to be addressed to
 "17, King-street, Tower Hill."

J. WILDGOOSE,
 Secretary.

SAILORS' AND FIREMEN'S UNION
TOWER HILL BRANCH.

IMPORTANT NOTICE.

Contributions must be paid to **MR. WILDGOOSE, 1, KING STREET,** over Lockhart's Cocoa Rooms, Tower Hill.

Any Contributions paid at 23, KING STREET, on and after January 31, 1890, WILL NOT BE RECOGNISED AS A PAYMENT TO THIS UNION.

All Members of the Tower Hill Branch are invited to attend the Meetings of the Green's Home Branch, at Wade's Arms, Poplar, on Thursday evenings, at 8 p.m., until further notice.

Signed on behalf of the Executive Committee,

J. H. WILSON,
 General Secretary.

NOTICE TO SECRETARIES

OF THE

SEAMEN'S & FIREMEN'S UNION.

Watch the S.S. "Blackwater," and report to John Dench, secretary, DUBLIN, in what port she will be found.

ROYAL ALBERT MUSIC HALL,
 VICTORIA DOCK ROAD, LONDON.

(Canning Town Rail Station), Mr. C. Relf, Sole Proprietor.

EXCELLENT ENTERTAINMENT.

Recommended by Samuel Pimmsoll, Esq., and SEAFARING.
 Prices: Private Boxes, 1s. 6d. each person; Stalls, 1s.; Upper Circle, 6d.; B-leony, 4d.

The Hall can be hired for Benefits on reasonable terms; apply to the Proprietor. Persons travelling by train allowed 3d. on production of ticket.

GRAYS BRANCH BANNER FUND.—A DRAW
 Will take place on MONDAY, AUGUST 11, 1890, in aid of the above Fund.

PRIZES:—1st, £10 Bank of England Note; 2nd, Silver Lever Watch; 3rd, Washing and Wringing Machine, and other Prizes.

TICKETS 3d. EACH, can be obtained from any Branch sec., or direct from 18, Charles-street, Grays. The Prizes are guaranteed by the Committee, and will be drawn for at a Public Meeting. The winning numbers will be published in SEAFARING of Aug. 16, 1890.

PHILIP JOHNSTON, Hon. Sec.

NOTICES.

"SEAFARING,"

Published every Saturday, price One Penny, Will be sent to any part of the United Kingdom post free, at the following rates of subscription:—

Twelve Months	6s. 6d.
Six Months	3s. 3d.
Three Months	1s. 8d.

SEAFARING will be sent at the same rate, post free, to any of the countries comprised in the Postal Union.

All subscriptions must be paid in advance.

TO CORRESPONDENTS.

Correspondents must write on one side of the paper only anything meant for publication, and address, not to 36-40, Whitefriars-street, but to 150, Minorities, London, E.

All communications should be addressed to **ARCHIBALD COWIE, SEAFARING Office, 150, Minorities, London, E.**, to whom remittances must be made payable. (Post Office Orders at Minorities, London, E.) The Editor declines all responsibility for rejected manuscripts, although when stamps are enclosed he will endeavour to return such matter as he may be unable to use.

Seafaring.

SATURDAY, JUNE 28, 1890.

EXPERIENCE TEACHETH.

An American poet, musing upon the scene of one of the battle fields of the past, has written:—

Soon rested those who fought; but thou
 Who ming'lest in the harrier strife
 For truths that men receive not now,
 Thy warfare only ends with life.

A friendless warfare, lingering long
 Through weary day, and month, and year,
 A wild and many-weaponed throng
 Hang on thy front, and flank, and rear.

Yet, nerve thy spirit to the proof,
 And blench not at thy chosen lot.
 The timid good may stand aloof,
 The sage may frown—yet faint thou not

Truth, crush'd to earth, shall rise again,
 The eternal years of God are hers;
 But Error, wounded, writhes with pain,
 And dies among his worshippers.

Than the present writer few men are more indebted to the author of these lines for the consolation they have afforded. As most of our readers are aware, it was the privilege of this journal to espouse the cause of the seamen at a time when that cause seemed hopeless enough. Now that it is our privilege to see that cause supported by scores of thousands, and well advanced on a triumphal progress, we may be pardoned the reflection of how friendless that cause once was, and excused for congratulations on the advance. One of the latest signs that we are not alone to-day is to be found in the admirable, practical and shrewd observations of Captain Cawley, R.N.R., on the occasion of the recent annual conference of the United Kingdom Pilots' Association, in the course of which he said, with reference to the Select Committee of the House of Commons appointed to inquire into the grievances of the pilots:—

I gained a deal of experience by my attendance at the sittings of that Committee. I arrived at the conclusion that however good the intentions of promiscuous members of Parliament, however honest and impartial their motives, however tutored and gifted with legal and discriminative acumen they might be, they cannot ever hope—however they might wish to—without the possession of practical and extensive seafaring knowledge, to successfully legislate for a calling about which they know but little more than they are informed either by interested officials or by somebody whose word

is taken and accepted because he has wealth and position, not from any particular knowledge that he possesses, but his statements on even intricate subjects are weighty and receive attention in proportion to his position. I say it advisedly—Parliament of itself cannot, for manifold reasons, ever expect to successfully legislate for a service essentially requiring trained and experienced specialists to successfully regulate and develop. None other than seamen can rightly appreciate its benefits, its uses and abuses; it is too vast a subject, too stupendous in its bearing upon the safety of the lives of our seamen, and the sea-travelling public generally, for those who are uninitiated to lightly take in hand and make an effort to legislate for, for none other than truly practical seamen can ever hope to do so with success.

Quite so. And this, which is so true of the pilot service, is true of the sea service generally. Hear Captain Cawley again:—

Parliament bangles over shipping legislation, for amongst its members there are not a half-dozen who can be fairly considered to be at all conversant with the requirements of the mercantile marine service other than looking at it from a shipowning or profit-making point of view. We have it from one who sat in the House:—"Introduce a maritime subject for discussion, and you have empty benches at once."

True again. All this is what we have been pointing out ever since SEAFARING was launched, and we the more gladly welcome Captain Cawley's adoption of our views because he and the Association of which he is the respected President have shown so much confidence in the Legislature, and it is only bitter experience of the impotence of Parliament in nautical matters that has brought him round to our view of the matter. This is not the only point on which he accepts our convictions, as will be seen from the following extract from the speech to which we have already referred:—

The immensity of the interests involved in our ships and in our seamen imperatively demand their interests should have the undivided attention of a separate department of the State composed of real practical experts, at the head of which should be a practical man (not essentially a politician), who should also have a seat upon the Board of Admiralty.

Except that we suggested, not a seat on the Board of Admiralty but a seat in the Cabinet, this is the same proposal which we made some time ago—a proposal since approved in influential quarters—that there should be a Minister of Marine. As Captain Cawley says:—

The undesirable connection between the Mercantile Marine Service and the Marine Department of the Board of Trade must be broken sooner or later. I think sooner than most people imagine. By the formation of a department of specialists intimately in touch with every section of our Mercantile Marine Service, having at its head one fully conversant with all its requirements, a department that will command the respect of not only the seafaring but shipowning element, neither having a preponderance of representation thereon; its direct and only policy being the fostering of British sea-carrying trade, and promoting the welfare of all those engaged in it, whether it be with their capital or their labour, and not at the expense of those who risk their lives in that service, but dealing out impartial justice to every interest connected therewith, so that, should ever the occasion arise when a sudden increase in our naval forces be thought necessary for our country's protection, we may find a truly patriotic people, who have been justly dealt with in time of peace, whose interests have been made identical with those of their country, to provide and man ships for its defence, and not like those who are at present discontented and unhappy, who are grunting and sweating under a weary load of oppressive laws and nonsensical enactments, the necessity for which has long since exploded.

As Captain Cawley further says:—

The present generation will not abide repression as the sole goal of a governmental department. For no nation, no people, no class or individuals can flourish on repression or the want of sympathy with their just and legitimate aspirations. The whole social aspect and conditions of our legisla-

tion have changed during the last quarter of a century; every class naturally wishes to participate in the benefits of that change. Why should not our seafarers claim their fair share?

Why not, indeed? Captain Cawley does not appear to be a Trades Unionist. At any rate, if he is, he distinctly says:—

I do not wish to rush this (Pilots') Association into Trades Unionism or to advocate its principles as being suitable to the pilot service; to do so would be fatal and inapplicable, and would stultify the very objects it was supposed to promote.

If he is not a Trades Unionist the following, referring to seafaring men generally, is all the more noteworthy:—

The same old repressive laws exist for them now as forty years ago—as severely administered as insensibility, and with as much rigid accuracy as a century since. It is not for them to initiate legislation more in keeping with the age we live in—for they are subservient to the powers that be—but when a cruel rigour oppresses them as a class, they must perforce exercise those rights of manhood and resent such treatment, especially when they see around them all other classes enjoying superior rights enforced by combination and fraternal sodality.

To Captain Cawley's remarks that "it is not" for seafaring men "to initiate legislation," and that "they are subordinate to the powers that be," we must take exception. In our opinion the class affected is the very class that should initiate legislation, if possible. Moreover, the people do not exist for the powers that be. That idea was exploded long ago, and that the powers that be exist for the sake of the people was one of the things established by both the English Revolution of 1688, and the French Revolution of a century later. In fact, Captain Cawley himself shows that he is aware that the centre of power has shifted and the real powers that be are the people. From Parliament he appeals to the people to help the pilots, saying:

As we cannot obtain justice for ourselves from those whose rightful duty it is to help us, why should we not ask those who have the numbers, the power, and the influence, to assist us out of our difficulties? We must ask the seafarers of every grade in the country to help us and to make our cause theirs. Let us so frame our rules that we can without fee confer honorary membership on the members of every seafaring organisation in the kingdom, so that for general purposes and for any one desired object we shall be enabled to make an unbroken front, a united body of all those who in any shape or form obtain their livelihood on ship-board, from the highest to the lowest, either on deck or in the engine-rooms of our ships. Disconnected for objects especially their own, but united against tyrannical treatment, invasion of just rights, and for the remedying that state of affairs which exist in a marked degree by reason of the want of that direct Parliamentary representation we are unable to obtain owing to our being scattered bodies. I feel fully confident that is the only method of extricating yourselves from that "slough of despond" to which the ruling avarice of the present day has consigned you.

Most true. The Seamen's Union has already given such support to the pilots that it is only natural the pilots should place confidence in that quarter. But is not the Seamen's Union justified in stipulating for some return for its support?

The president and secretary of the Southampton Branch of the Dockers' Union waited upon the large shipping companies and others on Saturday, leaving documents setting forth the demands of the men, to which an answer is asked by Wednesday. They have not yet seen the manager of the docks, but for dockers they ask for sixpence per hour, with twopence extra overtime, no job to be reckoned as lasting less than four hours. On the Town Quay the demand is for sevenpence per hour and one shilling per hour for Sundays and holidays, the job to be reckoned as commencing when the vessel leaves Plymouth. All the companies have been asked for a rise, but several decline to negotiate with the Union, preferring to deal with their own men.

NAUTICAL NEWS.

THE Swansea Dock Labourers have returned to work.

THE Liverpool ship *Sierra Colonna*, from Rangoon, has docked in Liverpool after a passage of 99 days.

DURING the homeward voyage of the *Wisconsin* a steerage passenger, named Slattery, stabbed a seaman in the back with a knife.

THE Baltimore Board of Trade is opposed to encouraging shipbuilding by the payment of subsidies of any sort by the Government.

A FRENCH trawler has been brought into Grimsby, having been captured by H.M. gunboat *Firefly* fishing within the three-mile limit off Saltfleet.

THE Committee of the House of Commons, which has been inquiring into the monopoly enjoyed by the Thames Watermen's Company, has reported against it.

THE mate and crew of a barque from Scotland have arrived at Quebec. The barque foundered at sea, and was abandoned. Captain Ferguson was washed overboard.

THE Admiralty Court has pronounced the steamer *Duchess* answerable in damages in respect of the collision between that vessel and the steamer *Prior* to an amount not exceeding £11,019 7s. 2d.

AT Liverpool a middle-aged man, named William Mitcham, a sailor, was charged with assaulting and robbing an Italian image and ornament seller. The prisoner was committed for trial at the assizes.

THE Admiralty Division of the High Court of Justice has decided that both the *Northcote* (s.) and the *Bernardine*, smack, were to blame for coming into collision on April 17 last in the North Sea.

A COMMITTEE has been appointed by the Cardiff Chamber of Commerce to further consider the best means of inducing the President of the Board of Trade to establish a local marine board for the port.

THE inquiry into the collision between the two British steamers, *Sultan* and *Wetherby*, in the Elbe, before the Marine Court at Hamburg, has resulted in the decision that neither of the captains were to blame.

IN the action in the Admiralty Division of the High Court of Justice arising out of the collision between the fishing-smacks *Gladiator* and *Secret*, in February last, the *Secret* has been pronounced alone to be at fault.

AT the Newcastle Police Court on June 21, Captain Samuel Whittaker, of the schooner *Wilhelm*, was charged with proceeding to sea contrary to the instructions of a detention order served on him on the 10th inst. A fine of £5 and costs—£12 4s. 3d.—was inflicted.

JUDGMENT has been given, at Hull, in the case of the loss of the steamer *Harold*, of that port. After entering into the circumstances of the drowning of seven of the crew, the Court were of opinion that the master was in default, and suspended his certificate for six months.

A CONFLICT has occurred at Broadcove, St. George's Bay, between 13 English fishermen who were taking bait and occupied all the available room in the cove, and seven French fishermen, who afterwards arrived and demanded room for baiting purposes. The French retired discomfited.

AT a meeting of the Mersey Docks and Harbour Board the Pilotage Committee reported that they had had under consideration the question of the excessive number of pilots in the service of the Board, and recommended that only one qualified hand should be licensed as pilot for every two pilots who might leave the service.

AT the Thames Police Court on Saturday, William Rogers, 25, lately employed as steward on board the steamship *Golanta*, lying in the Millwall Docks, was charged with stealing an overcoat and other articles, value £5, belonging to Richard J. Chitham, managing owner of the *Golanta*. Prisoner pleaded guilty, and was sentenced to three months' hard labour.

DURING the passage of the steamer *Alexander II.* from St. Petersburg to Arensburg, some little excitement took place. A passenger, in a fit of insanity, ran a-muck among his fellow passengers brandishing a long knife, with which he wounded the captain and four passengers. The madman, who was eventually overpowered by the crew, died within an hour.

THE Customs department in London is reported to have been thrown into a state of great excitement by the announced intention of the Board of Customs to appoint to the important post of surveyor-general of the department a junior official, now occupying the post of collector in a Scotch town, over the heads of a considerable number of senior and, it is stated, better qualified officials. There has been serious dissatisfaction in the department for some time, and the Chancellor of the Exchequer recently promised to personally inquire into the causes of complaint.

SAILORS' AND FIREMEN'S UNION.

Continued from page 7.

GLASGOW BRANCH.

At the meeting held in the Typographical Hall, June 19, Mr. W. Nicol in the chair, the minutes were adopted, and the financial statement accepted. Correspondence was read from the general secretary (on the levying of all members to the amount of 10s., to be paid by instalments of 6d. and upwards, also on alterations of rules to be submitted to the second annual general meeting, to be held in Glasgow in October 1890), and from C. W. Miller, secretary, Dundee, on a member of our Branch who had a case requiring legal aid, the member being advised to come to Glasgow for legal assistance, the Dundee Branch not seeing their way clear to give legal aid to any member of another Branch. A great deal of comment was made on the proposed levy, and some very strong feeling against the proposal manifested, the members unanimously being of opinion that their usual weekly contribution was quite sufficient for all purposes. On the motion of Bro. J. Wilson, seconded by Bro. G. Cartwright, it was unanimously resolved not to entertain the proposed levy. The member, D. McGinnes, who had been fined along with two other members some time ago for taking away the ss. *Tenasserim*, when their brother members were standing out for an increase of wages, had their case brought up again, contending that they had been very harshly dealt with, in so far that other members had been allowed to make the full voyage in the ship, and nothing said about it, while McGinnes and the other two had been specially pointed out. Bro. T. Martin, speaking on behalf of Bro. McGinnes, said that it had arisen out of petty spite, and at the instigation of certain members, that McGinnes had been fined, and he moved, and Bro. D. Cairns seconded, that the motion fining him and the others be rescinded. As an amendment, Bro. C. Leitch moved, and Bro. D. C. Falconer seconded, that the motion be not rescinded, but that the fine of £3 be reduced to £1; only five voting for the amendment, the motion was therefore declared carried. Another member, named Stewart Findlay, then made a complaint about being boycotted from the Allan line through the part he had taken in coming out to assist the dock labourers in their late struggle. This member, along with the other three, had been donkeymen in the Allan employ up to the time of the dock labourers' dispute. To assist the dock labourers they were taken out, at the same time receiving their usual weekly wages £1 8s. 9d. per week, while the struggle lasted. All having found other employment, with the exception of one named Reilly, they were struck off the roll. This member, Findlay, after being employed four weeks, came back and importuned the secretary to put him again on the unemployed list, contending that although being offered plenty other employment it would not be equivalent to that he had lost, and therefore the Society had a right to compensate him one way or another. After a deal of contention, which occupied a lot of valuable time, Bro. J. Wilson proposed, and Bro. G. Cartwright seconded, that his complaint be not entertained. This was carried unanimously. Another complaint was then lodged against Bro. J. Reilly, who had been elected as an outside delegate the previous week, the complaint setting forth that the brother member elected having no education, he was not a fit or eligible member to act as outside delegate for such a Branch of the Union as Glasgow; at the same time it was told the meeting that when the members were recording their votes at the previous meeting, one of the tellers named Bro. C. Wright, was doing his level best to influence the members by telling them to plump for Bro. Reilly. For this the meeting, on the motion of Bro. C. Leitch, seconded by Bro. E. Bryson, passed a vote of censure on Bro. C. Wright, strongly condemning his action. Bro. J. Reilly being asked by the secretary if it was the case that he was no scholar, and being answered in the affirmative, the secretary intimated that he had been invested by the members with the power of discharging any paid official whom he deemed not qualified to fulfil his duties, and he considered (although he did not wish to hurt the feelings of the member alluded to) that he would have to use this prerogative in dispensing with Bro. Reilly as an outside delegate. The meeting being unanimously of opinion that Bro. A. Thompson, as outside delegate, be reinstated (a great amount of good accruing from his past services, he being instrumental in bringing to the front the great majority of our backsliding members in the weekly boats), on the motion of Bro. E.

Bryson, seconded by Bro. C. Falconer, he was unanimously returned to his former position. One of the ss. *Belgravia's* crew, who had been imprisoned, had left his bag of clothes in the office while undergoing his sentence, and in the interval another member came and took away the bag, saying that it belonged to him. The theft not being discovered until the *Belgravia's* crew had been liberated, it allowed the member who had purloined the bag to get away to sea, and as it put the liberated member a good deal about, Bro. C. Leitch proposed (after hearing an explanation, and the member producing a list of his effects), that he receive as compensation £6, and that the purloiner be prosecuted. As an amendment, Bro. J. Wilson moved, and C. McGrath seconded, that the amount of compensation be assessed at £4. There being no seconder for the motion, the amendment was therefore declared carried. Having discovered the name and address of the member who took away the bag, one of our O.D.'s was despatched with a view to the recovery of the same, but he found the man was at sea. When he returns he will have the alternative of either refunding the amount of £4 to the Branch or go to quarters similar to those that the member whose bag he took away had been occupying. Speaking about the *Belgravia's* case, as the majority of the imprisoned members were amongst us, the secretary reviewed the whole case, and gave a little sound advice to them and to the members at large, which was highly appreciated, the members acknowledging it with a hearty round of applause, which closed a good business meeting.

SOUTHAMPTON BRANCH.

This Branch held their weekly meeting on Tuesday, June 17, when Mr. Walsh was voted to the chair, there being a good attendance, though only a few of the officers were present, being mostly at sea. The minutes and income and the outlay being read, it was proposed by Bro. Sprague, seconded by Bro. Patt, that they be accepted; carried unanimously. After the correspondence was read, it was proposed by Bro. Chappell, seconded by Bro. Smith, that the secretary engage the bell-ringers for Wednesday night in honour of our worthy president of our noble Union, S. Plimsoll, Esq. It was then proposed by Bro. Chappell, seconded by Bro. Rawkins, that we send him a very hearty vote of thanks for his services in getting the Load Line Bill passed, wishing him every success in what he takes in hand. After our worthy district secretary, Mr. T. Walsh, had given our members a lot of information on Unionism, Mr. Walsh got a hearty vote of thanks for his presiding that evening.

GREAT YARMOUTH BRANCH.

A public meeting was called by the secretary on Wednesday evening, June 18, while the bells of St. Nicholas Church, Great Yarmouth, and St. Andrew's Church, Gorleston, rang out a merry peal in honour of the occasion of the passing of the Load Line Bill. The secretary said:—I have no cause to tell you the great benefit that will accrue to all seafaring men by this Bill becoming law, and I hope that every seaman will do his utmost to assist in putting down the shameful practice of so much deck cargo, more especially in the cattle trade, which some of you know is a disgrace to humanity, and is not only the cause of much life and property being lost, but a wanton cruelty to animals. I have been at sea and seen cattle thrown overboard on purpose to steady the ship, owing to there being so much top weight, and the poor beasts struggling for dear life like a drowning man. I call on this small gathering this evening to pass a vote of thanks to our worthy president, Mr. Plimsoll, and trust God will spare him a long life to fight the seamen's cause. This was carried by all present; a hearty cheer being then given for Mr. Samuel Plimsoll, which brought the meeting to a close.

LONDONDERRY BRANCH.

At the general meeting in the Meeting Rooms, William-street, June 18, Mr. D. Gallagher, vice-chairman, in the chair, the minutes were adopted and correspondence and financial statement accepted. The secretary explained the desire of the Continental Unions to federate with the National Union, and that such federation would be greatly to our advantage. After some discussion it was resolved unanimously—That this meeting of sailors and firemen are of opinion that by combining with the Continental Unions we would help to raise the wages of seamen in Continental ports equal to the wages in English ports, and thus give the English shipowners a chance to compete more favourably with the foreigner, and place them in a better position to pay our wages. The secretary also notified that the Load Line Act had received the Royal Assent, and would within six months be put into force. The following resolution was put to the meeting and passed unanimously:—That this meet-

ing of sailors and firemen congratulate Mr. S. Plimsoll, our worthy president, on the splendid victory he has won in the passing of the Load Line Bill, and sincerely hope that he may long be spared to fight in the noble cause he has always upheld. The secretary and officers were afterwards elected for the ensuing half-year. The secretary thanked the meeting for their unbroken confidence in him in having re-elected him, assuring the meeting that he would never break that trust nor betray that confidence placed in him. After a hearty vote of thanks to the retiring chairman, Mr. J. Coyle, for the attentive and impartial manner with which he always fulfilled his duties, which was suitably responded to, the meeting adjourned.

SOUTH SHIELDS BRANCH.

The usual weekly meeting was held June 23. The minutes were confirmed, and several complaints were made. The secretary had the honour, in the absence of the president, of presenting the vice-president, Mr. T. Hogg, with a gold medal, for services rendered to the South Shields Branch, with a few complimentary remarks. Mr. Hogg returned thanks, saying he would do all he possibly could for the benefit of the Union. The secretary then read a circular from the head office, in reference to the passing of the Load Line Bill. As a token of respect to Mr. S. Plimsoll, we had the bells of St. Hilda ringing on Wednesday evening, June 18, and the following resolution was passed, "That we, the members of the South Shields Branch, tender our sincere thanks to Mr. Plimsoll for the many services he has rendered, and tries to render, to the seamen of this country, and we pledge ourselves that we will assist in carrying out the good work he has taken in hand, and hope that he may long be spared to see the fruits of his labour." Further, that we purchase one of his best photographs, to be hung up in our hall: which was carried when put to the meeting, with three ringing cheers. Then the final arrangements were made for the great demonstration, for the unveiling of the life-boat memorial on June 25. The resolution from the head office in reference to a levy of 10s. for a fighting fund, that the feeling of the meeting be taken, was considered, and it was decided that it be brought on at a special meeting, so that the feeling of as many members as possible be taken. Several levies have been paid already, and if not required for strike, will purchase steamers which the owners threaten about laying up. Income for the week, £120; for other Branches £34. New members 31, non-locals 7.

LEITH BRANCH.

At weekly meeting held June 17, in the Lifeboat Hall, Tolbooth Wynd, the chairman, Mr. W. Leslie, presided. The minutes, the financial report, and the delegate's report, were all approved of. The correspondence was then read and discussion followed. The following resolution was unanimously adopted with loud applause:—That a hearty vote of thanks be awarded to Mr. Plimsoll for his successful efforts in pushing on his Compulsory Load Line Bill, and for the earnest manner in which he has worked on behalf of the seafaring classes. With regard to the proposed ringing of the church bells to celebrate the passing of the Bill, several members expressed the opinion that the magistrates would have to be consulted, and others were afraid it was impossible, and it was ultimately agreed that a demonstration of the seafaring classes be held next evening, and a band be engaged for a procession. Nominations were then taken for the various offices. For the post of Branch secretary Mr. R. Smith was proposed by Bro. Caldwell, who said Mr. Smith had now held office for over 16 months, and had been very successful; Bro. Leask seconded, and no other nominations being forthcoming Mr. Smith was declared to be re-elected. For the office of vice-chairman, two being wanted in case of one being absent, Bro. Caldwell and Bro. Sutherland were proposed, and several others declining to allow themselves to be nominated, these were declared elected. On nominations being asked for the members of committee Bro. Laidlaw moved that there should be a new committee elected, Bro. Pratt seconded. Bro. Green moved that the old committee remain in office for the next six months, and if any wish to resign to do so one at a time. This was agreed to, and the following are therefore duly elected: Brothers McGregor, Laidlaw, Messer, Gibson, Leask, Pratt, Shaw, Goudie, Iurie, Coleman, and McLennan. The trustees (Messrs. James Marshall and John Archer) were re-elected, as was also the treasurer, Gilbert Archer, Esq., J.P. The meeting was shortly afterwards brought to a close.

On Wednesday evening, June 18, a large demonstration of members of the Leith Branch was held to celebrate the passing of the Load Line Bill, which received the Royal Assent the previous

Tuesday, and also to congratulate Mr. Plimsoll on his successful efforts to lessen the loss of life at sea. The procession, headed by the Port of Leith flute band in uniform, and displaying flags of all nations, started from Dock Place and proceeded through the town, and returned to Dock Place where addresses were delivered by Mr. R. Smith, secretary of the Branch, and Mr. Gilbert Archer, J.P., who, in the course of his remarks, said he was proud to attend a meeting of that kind, more especially when it was to honour the name of one who had done so much for the seamen of the United Kingdom. (Cheers.) One thing he had to say was that, in regard to the bill (the open air) there would be no collection at the door. (Laughter.) They ought indeed to be proud of such a grand old champion of the seamen's cause, who had done so much for them, but had it not been for their own combined action in forming such a powerful Union (which he was glad to say was National) and so assisting Mr. Plimsoll, nothing would have been heard of the Bill yet. This was one of the first great points that had been gained by combination, and he knew quite well that, throughout all ports, there were two classes of shipowners, good and bad. He did not think there were any of the latter class in Leith, still, he advised all to combine and to unite under the banner of Unionism, and to put more trust in their Union, to keep pegging away, little by little, right against might, right against wrong, acting at all times with discretion, and with fairness to employer and *employee* and they would gain the sympathy and goodwill of the general public, and very soon they would, by their own efforts, gain that which justly and fairly they ought to have. He (Mr. Archer) did not come there with the intention of saying a great deal, but he had heard that another great benefit was about to be had for seamen that was to pass this Session, a Bill to prevent deck loading if possible. Mr. Plimsoll was again to the front, and if this should pass, it would still further lessen the loss of life at sea. Before sitting down, he would like to move a resolution which read as follows:—"That the seafaring classes of this port do hereby resolve to place all confidence and trust in Mr. Plimsoll, and promise to assist him to the best of their abilities in passing his Bill this Session, relating to deck cargoes, and trust that he will be successful." This was carried amidst loud cheering. Mr. R. Smith then stated that nearly every seaman in the port understood what they were assembled there that night for. He remembered very well the last occasion they met at the same spot, twelve months ago, during the great struggle of capital and labour, when the Union Branch had only been in existence about three months in this port. But this was a demonstration not of enmity nor prejudice. It was to honour a man who had been working night and day for years to better the conditions of seamen, and to lessen the loss of life at sea, Samuel Plimsoll (loud cheers), and to congratulate him on getting his Load Line Bill passed, which will come into force at an early date. Many of the inhabitants of Leith would remember vessels which had sailed from there and other ports, and had never again been heard of. What was the cause of this? Was it overloading? He could not say, but he would mention the fact that a vessel left Leith in January, on a voyage to New York and back, but since she left New York she had never been heard of; supposed to have foundered in mid-ocean, and widows and orphans had been left to mourn the loss of their bread-winners. What was the cause of this, was it unseaworthiness? No one could tell, but there were some of the survivors who had left her, here, and an enquiry would be held, when we would very soon find out. He was happy to state that Mr. Plimsoll had succeeded in getting the Load Line Bill passed, and that it would diminish the loss of life at sea. The president of the Branch, Mr. Leslie, then proposed the following resolution: "That we, the sailor, firemen, cooks, and stewards of the port of Leith assembled here, tender our sincere thanks and gratitude to Mr. Samuel Plimsoll, the seamen's friend, for his untiring zeal and energy for our cause, and highly compliment him on getting his Bill passed, which will to a great extent diminish the loss of life at sea through overloading." This resolution was carried with loud cheering for Mr. Samuel Plimsoll, the band playing merrily, "The British Working Man." After a vote of thanks to Mr. Archer, the meeting was brought to a close amidst loud and prolonged cheers.

SWANSEA BRANCH.

At the usual weekly meeting held June 17, Bro. Trick in the chair, the minutes and financial account (which latter was considered very satisfactory), and the correspondence were passed. It was proposed by Bro. Shea, and seconded by Bro. Bowden, that the bells should ring from seven to

eight p.m. to celebrate the passing of the Load Line Bill; carried unanimously. Proposed by Bro. Harris, and seconded by Bro. Tucker, that a procession take place at the same time as the bells ring; carried unanimously. Proposed by Bro. Williams, and seconded by Bro. Reeves, that a motto be made and attached to the banner, with the following inscriptions: "God bless Plimsoll," and "Success to the Load Line Bill;" carried. It was proposed by Bro. Bowden, and seconded by Bro. Shea, that the secretary should engage a brass band to accompany the procession; carried unanimously. The delegate was next called upon to give his report. It was proposed by Bro. Davies, and seconded by Bro. Millewis, that the report be accepted; carried unanimously. Proposed by Bro. Reeves, and seconded by Bro. Bowden, that Bro. Frank Dubel's be fined the sum of 5s. for missing his passage, it being his first offence; carried unanimously. After other discussion, the meeting terminated with a hearty vote of thanks to the chairman and secretary.

On Wednesday evening, June 18, a demonstration of sailors and friends was held at Swansea, to show their gratification at the passing of Mr. Plimsoll's Load Line Bill. Headed by the beautiful banner of the Sailors' and Firemen's Union, and a brass band, a procession started from the offices of the Union and marched through the principal streets of the town, the Branch committee being carried in a carriage drawn by two horses. That the passing of the Bill was highly appreciated was evidenced by the large number who, on so short a notice, took part in the procession, which consisted of about 3,000 persons. On the procession's return to the Union offices, the immense crowd was addressed by Mr. R. Thomas, the secretary, who in a short and pithy speech explained that Mr. Plimsoll's labours in passing the Load Line Bill were highly appreciated by the sailors of Swansea. (Loud applause.) Mr. Harris then moved the following resolution:—"That the sailors of Swansea and their friends heartily rejoice at the passing through Parliament of the Load Line Bill, and take this occasion to tender to Mr. Plimsoll their deep-felt thanks for his indefatigable labour in protecting the lives of seafaring men." This was seconded by Mr. Wm. Reeves, and, on being put to the meeting, was carried amidst enthusiastic cheers. The proceedings throughout were most orderly, and Mr. R. Thomas, who was in charge, is deserving of the highest praise for carrying out the demonstration so effectively.

GRIMSBY BRANCH.

The half-yearly meeting of this Branch was held on Monday, June 23, at Unity House, the president, Mr. S. T. Brock, in the chair. The minutes and accounts were adopted as read, on the motion of Bro. Taddei, seconded by Bro. G. Shipman. Another record-breaking week, the income being the largest since formation. A considerable amount of correspondence was read from the general secretary, Copenhagen, and Branches of the Union. A vote of thanks to Mr. Plimsoll was unanimously accorded, on the motion of the president, seconded by Bro. Hedgecock, for successfully piloting the Load Line Bill through Parliament, an achievement quite unique in the annals of the present Session, and for which the seamen of this country no doubt are grateful. A hearty vote of thanks, on the motion of Bro. Burnett, seconded by Bro. Howard, was accorded the Copenhagen Branch of the Danish Union, for their kind assistance and sympathy to one of our members, who found himself stranded there. The circular from the head office was then considered *seriatim*. Bro. Fisher moved, and Bro. Burnett seconded, that in the opinion of this Branch, the half-yearly and yearly reports issued by the general secretary would be sufficient for the purposes of this Union, and that no quarterly reports be issued; carried. Bro. Naylor proposed, and Bro. Firman seconded, that we federate with the Continental Unions, and our Executive do all in their power to bring this about. The question of a voluntary levy was adjourned till next meeting, on the motion of Bro. Frank Wardell, seconded by Bro. Naylor, and it was decided that the secretary issue printed notices calling a special meeting of all members in dock at the time, absentees without reasonable cause to be fined. The officers were all unanimously re-elected for the next half-year, on the motion of Bro. Firman, seconded by Bro. Glover, the only change being Bro. G. Fisher as vice-chairman, in the room of Bro. C. T. Chapman, and Messrs. Kirkley, Hedgecock, and J. C. Chapman on the Trades Council, in the room of Messrs. Joffe (who was never at home on meeting nights) Winship and Evison. The question of appointing an outside delegate provisionally for three months was then brought up. Bro. Fisher proposed, and Bro. Firman seconded, the nomination of Mr. George

Ides for that post. There being no other nominations he was declared duly elected, on the understanding that the Branch reserve to itself the right to dispense with his services at a week's notice, and he should give the same notice if he wished to resign. The secretary reported that his assistant had served the Branch well and faithfully for a year, and as a mark of approval requested a small advance in his salary. Bro. Taddei proposed that he be allowed another 1s. per week advance, as he knew from personal observation that the lad was deserving of it; Bro. Winship seconded, and it was carried unanimously. Several other matters were then discussed *en camera*, as to petty tyrannies carried on in the local boats, which for obvious reasons cannot be stated here, as we know the reports of the Grimsby Branch are eagerly scanned for names of proposers, etc., and disappointment expressed when not found. Arrangements were made to prevent any recurrence of the practices complained of. This concluded the business of the meeting. Shipping a little brisker. Men out of ships about the average.

A RETROSPECT.—It is with feelings of unmixed pleasure and pride that I look back upon the last twelve months' working of the National Union in the Humber district. At the formation of our Branch the wisecracks shook their heads, and predicted the speedy downfall of the Union in Grimsby, and the return to reduced wages and overbearing tyranny on the part of those who only wished to have Jack under their heels. Their will is good enough now, if they only had the opportunity, but, between the fear of the Union, and the responsibility being thrown upon them of being the cause of any friction, they are compelled to stay their hand. One or two individuals in particular are trying all they know to bring about an outbreak on the part of the men, but good counsels prevail, and they are acting with patience and forbearance. These individuals may rely upon the whole facts being laid before their masters if such conduct is persisted in. To resume my retrospect. Just one year ago the National Union was engaged in an exhausting struggle with the wealthy and gigantic shipowning firms of Liverpool, Glasgow, and other places, out of which they emerged with credit, although defeated in some places. Grimsby's battle had been fought and won, but Hull and Goole were in the last throes of the struggle, which ended in a defeat, brought about from various causes, but chiefly through the irresolution and want of firmness on the part of the Goole men, and the want of tact on the part of the leaders of the movement in Hull, and last, but not least, the bitter feeling which had been aroused between the two different organisations of seamen and firemen in Hull, engendered and fomented no doubt by those interested in keeping the two societies at daggers drawn, and so preventing them from presenting that united front to the shipowners which is necessary to secure victory. Matters were in this state when the secretary deserted his post and left his charge to shift for themselves, like men upon the open sea without oars or sails. This was no time for bewailing our disastrous defeat, but we courageously set to work to resuscitate the Branch and wipe away the stigma and disgrace which had fallen upon us, and to come up smiling again like true-born Britons. The assistance of Messrs. Millington, Maddison, and Brown, of the Hull Trades Council, was invoked, and like true Trades Unionists they responded to the call, and did their level best to encourage the few remaining members of the Branch who still stuck to their colours to re-establish it on a sound basis. Mr. S. Begg was urged by myself to take office as treasurer (with an empty exchequer), which office he has honourably and indefatigably filled to the present time, sparing neither time nor money in the good cause. May he live to see the Hull Branch climb the ladder of prosperity, and to see it the third Branch in the Union, as it is the third port in the Kingdom. The bitter lesson of 1889 has not been lost upon the men of Hull. They have at last awakened to the necessity of arousing themselves to action, if they ever wish to obtain their fair share of that wealth which they are producing, but of which they have been deprived during the past year. Thousands of pounds less wages have been paid to the seamen and firemen of Hull during that period than in any other port on the North-east coast. It is about time some of this was refunded; and there will still remain a good surplus for bazaars, orphanages, chapels, etc., and other avenues for the display of philanthropy. The Manifesto of June 1 is the finishing touch to the edifice which all concerned have been diligently building since the flight of Mahomet (?) on June 29, 1889. I congratulate the men of Hull that this day is not far distant when our brethren from other ports will not dread to hear that their ship is bound to Hull for fear of having to suffer a reduction of wages, but will hail with pleasure the welcome news that

the rate there is as high as any other port. To the men of Google I would say: "Rouse ye up and be ready; you have one or two tough ones to contend with in the near future before the standard of wages will be the same in the whole of the Humber ports. Emulate your Hull and Grimsby brethren, and adopt the Manifesto of June 1, and pledge yourselves to support it." In conclusion, allow me to thank the officials of the company by whom a great many of my members are employed, for the courteous manner in which they have met and treated me, either by letter or verbally, whenever the necessity has arisen for any communication to pass between us. Having now completed one year's service as district secretary, I wish to thank the officers of the Hull and Google Branches, collectively and individually, for every assistance rendered to me in carrying out my duties, and hope and trust any little differences that may have arisen will be relegated to the past; and that we may all live to see our district second to none in the Union is the sincere wish of—yours in unity, F. W. YOUNG, secretary Grimsby Branch; and Humber district secretary.

BELFAST BRANCH.

At the usual weekly meeting, held June 19, Mr. Hugh Kennedy in the chair, members enrolled during the week were submitted for approval, and adopted; on the motion of Mr. Flannigan, seconded by Mr. Brickley, the minutes were adopted. A question regarding the men who were sent to Barrow was then entered into. After a considerable debate it was unanimously carried that Mr. Douglas's action in the matter be approved of. Application was then made by a defaulting member, named Kennedy Duff, to be allowed to make a statement to the meeting regarding the reason for his being so far in arrears. It was agreed that he be admitted. After making his statement Mr. Douglas addressed the meeting, commenting strongly on the action of such members. It was finally decided that he be allowed to sign, provided he left his note with the secretary, which was agreed to. The secretary then explained his mission to Newport, giving a full account of all the proceedings, also reading a report from the Newport daily paper. It was then moved by Mr. Douglas that a vote of thanks be accorded to all the officials in the Bristol Channel ports who rendered assistance to the secretary when over in Newport; seconded by Mr. Watson, and carried with acclamation. The secretary then read a letter from the general secretary regarding the Load Line Bill, which had just received the Royal Assent. It was unanimously carried that a hearty vote of thanks be forwarded to Mr. Samuel Plimsoll for the noble and generous manner in which he had fought for the seafaring men of this country, and trusting that he may be long spared to carry on the noble work. The question of the re-election of officers was then commenced. It was unanimously decided that the secretary be retained for the next six months. It was also unanimously agreed that the treasurer and trustees be retained. It was then moved by Mr. B-gge, seconded by Mr. Moffat, that Mr. Watson be chairman. It was also moved by Mr. Flannigan, seconded by Mr. Moffat, that Mr. Kennedy be vice-chairman. The following gentlemen were then nominated to form a committee:—Messrs. Dougan, Flannigan, Kennedy, Gilmore, Beggs, Moffat, Brickley, and Millar, the election to take place at the last meeting in June. A vote of thanks having been accorded the chairman, the meeting adjourned.

Some short time ago the s.s. *Duchess of Sunderland* (Captain Hammond) came to Belfast, and after discharging cargo went into dry dock to be overhauled, this same dry dock being situated on the Queen's Island—the happy hunting-ground of black legs. The captain not being partial to Union men embraced the opportunity offered him and shipped a crew of sailors, or riggers, as they call themselves, although warned that he would get no firemen. Finding we were determined to let him have no firemen, he succeeded in obtaining the services of men employed as fitters' labourers to go as firemen, and thus succeeded in defeating the Union. As this had caused a deal of ill-feeling amongst our members, it was deemed advisable the secretary should immediately proceed to Newport, and try, if possible, to prevent the vessel getting away from there. He at once proceeded to Cardiff and stated the case to Mr. Gardner, who immediately proffered all the assistance in his power. He commenced operations by introducing the Belfast secretary to Mr. Albert J. Kenny, general secretary of the National Amalgamated Labourers' Union, who, after getting a full understanding of the dispute, kindly promised to render all the assistance possible; at the same time informing him that if the vessel should load coal, he would not be able to deal with her. It was then decided to proceed to Newport and await the vessel's arrival. In the interval, Mr. Gardner and

Mr. Gilman, secretary of the Newport Branch, introduced Mr. Price, and stated the case to all likely to be able to render assistance. On the vessel's arrival, it was found that she would load coal, and therefore would be in the hands of the members of Mr. Tillett's Union. Mr. Gilman called upon their officials, and it was decided that the committees of the three Unions should meet and decide on some course of action, the result being that the men of Tillett's Union agreed to bury the hatchet and work in harmony with the other Unions, and thus defeat the captain of the *Duchess* in trying to injure the Union; a deputation was appointed to call on Captain Hammond, and acquaint him with the decision arrived at. He received the deputation kindly, and seemed to feel his position, alleging that he took the seats out of charity, but would request them to join the Union, the same seats repaying the captain's kindness by refusing to join the Union at his request. Knowing they had signed the foreign agreement, and that the captain would have to pay their entrance fee, the captain then agreed to pay the so-called firemen off, as he would not carry them at any price, they being unable to perform the duty of firemen, and paid the entrance fees for the sailors. He also advanced money so that the cook, steward, and carpenter were also made members, the chief engineer being dealt with by the Engineers' Union. This tends to show the great benefit that would be derived from a general federation of the Unions. Mr. Price wishes to tender the men of Newport, for their kind treatment and substantial support, the thanks of the Belfast Branch, passed unanimously at their weekly meeting of the 19th inst.

BARROW-IN-FURNESS BRANCH.

At the weekly meeting held June 23, Bro. McIvor was in the chair in place of Bro. Hunt, who tendered his resignation, which was accepted. Bro. Hill was in the vice-chair and there was a fair muster of members. The minutes were confirmed. Correspondence was then read, but having other matters on the board a special meeting was called for Wednesday night to discuss the circulars from head office.

I have a painful affair to report, namely, the death of our Bro. John Lynch. He was to have received the gold medal for bringing over 100 members into the Union. He died on Wednesday last week, and we respectfully laid him in his grave on Friday. In him we had a willing co-worker, one who courted no man's smiles, nor feared anyone's frowns. His pay was the pleasure he felt in doing all he could for the Union. The members voted the sum of £6 to defray the funeral expenses. A vote of condolence to the widow was unanimously passed, also a resolution to start a subscription in aid of the widow and children, two in number.

I have enclosed a cutting out of the local paper about the firemen of the s.s. *Michigan*, who were sent to prison for 21 days, which, to tell you the truth, they richly deserve. The facts of the case are these:—We had no men in Barrow, and the captain asked Mr. Clayton, the Branch secretary, to get him a Union crew. Mr. Clayton wired to Belfast and got the reply, "Plenty of men here out of work." He wired for three firemen, four trimmers, and six A.B.'s. The A.B.'s were all right, and went in the ship. The first thing was they all wanted to go as firemen, but when they found the sailors were to get five pounds, the same as the firemen, they came out of the shipping office, and wanted five pounds ten. After a lot of persuading they signed, but after detaining the ship on Sunday, the engineer had to go to Liverpool on Monday and get another crew. I, an old fireman, fail to see why the sailor, our own brother in unity, should not get the same as us, especially as we get no less. They distinctly said if the sailors had been getting ten shillings less than them, it would have been all right.

KING'S LYNN BRANCH.

At the usual meeting on the 20th inst., Bro. H. T. Simpson presiding, the minutes, income and expenditure were confirmed as read. The secretary then stated that since last meeting he had enrolled two members, one at Lynn (G. Robinson), and one at Boston (C. F. Randall), and moved that they be accepted. The secretary then explained the circumstances of the dispute at Boston, and that he had an interview with the manager on behalf of our brethren at Boston. Bro. C. W. Arnold moved that this meeting views with grateful satisfaction the successful effort of Samuel Plimsoll, Esq., in getting into law the Load Line Bill for all seagoing ships, as we are of opinion such a law was necessary, both for the protection of life and property; and this meeting earnestly desires to record their thanks for this and other benefits he has obtained for them, and believe him to be their

staunchest and truest friend; seconded by Wm. Brooks, supported by the secretary and other members, and carried unanimously. It was also moved by S. Swaine, seconded by Robt. Hendry, that a committee be chosen to go through the rules. A lengthy discussion then arose in respect of signing articles. Bro. C. W. Arnold proposed that a printed card be issued from the head office to be forwarded to all Branches to discontinue the practice of signing articles for ship's coal loading port; seconded by D. West, and carried. A lengthy debate then arose in respect of the 10s. levy, in which several members took part. It was moved by Bro. W. Brooks, seconded by Bro. D. West, that we have the feeling of this meeting, and that it be brought forward at every succeeding meeting for four weeks to have the opinion of all the brethren at home; carried unanimously. The election of officers for the forthcoming six months then took place as follows:—Bro. W. Brooks as president; Bro. C. W. Arnold, vice-president; W. Bennett, secretary; A. Ream, Esq., treasurer; and F. Swaine as check steward; auditors, B. O. R. Hendry and Wm. Lawless. This being all the business, after the usual vote of thanks to the past officers, the meeting adjourned.

PLYMOUTH BRANCH.

At the usual weekly meeting, which was held at our new residence, Forester's Hall, Nottle-street (where all communications must be sent after June 28), the chair was taken by Bro. Puleston. The minutes were adopted, and the circular which the general secretary sent referring to the 10s. levy, was adjourned until next meeting night, so as to give members time to consider it. It was proposed by Bro. G. Herbert, and seconded by Bro. Hughes, that Bro. Weaver's case be dealt with. He had agreed to go across to Guernsey in a tow boat, and went, providing food for the run, but was refused afterwards, and our Branch secretary put it in the hands of the solicitor to get his money for him.

NEWPORT BRANCH.

At the usual weekly meeting, held on June 19, Bro. S. Gould in the chair, Bro. T. Roberts in the vice-chair, the minutes of previous meeting were confirmed, and the weekly accounts, when read, were received with acclamation. The following resolutions were unanimously carried:—That two delegates be appointed for each vessel, one for firemen and one for A.B.'s. "That in the opinion of this Branch, it is not necessary to issue quarterly reports from the head office; half-yearly are deemed sufficient." "That this Branch approves of the scheme of federating with foreign Seamen's Unions, believing the same to be for our mutual advantage." June 18 was a day of great rejoicing here, celebrating the passing of the Load Line Bill. Flags were flying from this office, the bells of the parish church and others were rung at intervals during the day; kindly references to the same appearing in our local press. A very hearty vote of thanks was accorded Mr. Plimsoll for the noble work he is doing in the cause of seamen, the whole meeting rose and gave three hearty cheers for the sailors' friend. A revising committee was appointed to consider any alterations that may be required in our rules. Several other matters of small importance were considered. The meeting was well attended; a very pleasant evening was spent, and all hands were delighted with the progress we are making.

DUBLIN BRANCH.

At the usual weekly meeting, June 20, Bro. P. Cullen in the chair, the minutes and financial account were confirmed, and the correspondence passed. A complaint was heard from Bro. Cornelius Mackey against the secretary. He stated that he applied for travelling relief and his passage to Liverpool, and that the secretary refused to give it to him. Bro. Johnston stated that there was a rule whereby the secretary was right, because travelling relief was only to be given to members of local Branches in distress. After some further discussion, Bro. C. Mackey's complaint was disallowed, as the secretary was within his rights. The chairman then spoke at some length on the nomination of new officers, advising us not to be led away too quickly by a spirit of generosity, but to take time and consider the importance of our duty, not alone to ourselves, but to the Society at large, and to nominate only those whom we could place all our trust in, and who would do their duty unbiased by any feeling whatsoever; to select none but those who were the best men. Let every individual judge for himself, and not be led by the voting of others. After a few more remarks, the nominations took place as follows:—Bro. Cullen, chairman; F. Roche, vice-chair; committee: Messrs. Daly, Roe, Frazier, Mylor, Shimmens, Cloak, Sullivan, Phallin, and

Masterson auditors: D. Connor, and F. Lacey. Bro. C. Mackey then stated that he would like to see an outside delegate. The chairman stated that we should instruct the secretary to write to the general secretary to get permission to elect one. Bro. Mackey then proposed, and Bro. Daly seconded, that the secretary be instructed to write the general secretary on the subject; carried. The election will take place on Friday, June 27, 1890. Charles Doyle, who had got permission on the former meeting night to attend before the committee after its business was over, was then admitted to state his grievance. He said that he was formerly a member of this Branch, and that he came out on the strike, and in consequence of his taking a leading part therein was afterwards a marked man by the employers. On that occasion he was ten weeks idle. He then got one week's work and he thought he was entitled to bring that home to his family, and in doing so he seemed to give offence to some members of the Union. He always had the Union at heart, and would have been up long before but could not pay any money, as he only had about eight weeks work since. After some further discussion, Charles Doyle withdrew until the decision of the committee was come to. When he withdrew the chairman spoke at some length on what Charles Doyle had done and suffered for the Union, and he hoped that the Dublin Branch would show its gratitude to this unfortunate man, and prove to the world that the Union was not ungrateful to those who stood in its defence. It was then proposed by Bro. Roche, and seconded by Bro. Johnston, that Charles Doyle be admitted a full member of this Union on paying a reduced entrance fee of 2s. 6d. This was put to the room by the chairman, and carried unanimously. Bro. Charles Doyle was then recalled, and told the decision of the members present. Bro. Doyle said that it was no more than he could expect from the brothers of this Union, and he hoped it would lie in his power to prove himself worthy of their conduct towards him. The chairman again spoke at some length on the subject. Bro. Roche said he had a proposal to lay before the room, that the committee should meet on every Thursday night and discuss the business of the previous Friday, and lay their views before the chairman at the usual weekly meeting. This was seconded by Bro. Frazier. On an amendment being put, it was postponed until Friday, in order to give the secretary an opportunity to interview the landlord on the subject. The amendment was carried. Our godfather, Mr. P. A. Tyrrell, secretary of the Amalgamated Engineers' Society, said he had great pleasure, in pursuance of the promise he made the secretary of the Sailors' and Firemen's Union, to hunt to earth the engineer who took the s.s. *Blackwater* out of Dublin. He then read this letter, which he had received from his general secretary in answer to his communication:—"Amalgamated Society of Engineers, general office, London. Dear Sir,—We are making inquiries respecting George Taylor, and will inform you in due course if we get information respecting him, or the circumstances you mention. Hoping this may meet your approval, yours sincerely, John Anderson, pro. R. Austin." Mr. P. A. Tyrrell then went on to say that he felt it his duty, as every Union man should, that anything one Union could do for the benefit of another should be done, so long as it worked its way in the interests of Trades Unionism. Every man was a labourer, no matter what his calling was, for, as Carlyle says, "If a man toils not he must steal, however he may name his stealing." He again begged us to bind ourselves with one another, and one Union with another, in the great international federation scheme, and to stand shoulder to shoulder in the great fight for liberty the working man had to make against capitalists, but if they did not stand up like men for their rights they might feel sure of being crushed into an insignificant rabble. Let them stand firm under their flag of Unionism, and a signal victory was sure to be gained in the near future. Let others take warning by the example that would be taught the engineer, George Taylor, who imagined because he was not a sailor or fireman that he was privileged to scab in any capacity he thought fit, if the Amalgamated Engineers' Society caught him, as they were sure to do. The day was fast approaching when every man who had to earn his bread by the sweat of his brow would be compelled to join some Union. He could not leave without saying a few words on the way the secretary and his assistant carried on the business, and the way the minutes were written would be a credit to any Society. He endorsed every word he had said at the previous meeting with regard to the way the business was carried on. The chairman spoke at some length, advising us to listen and lay up in our brains all that Mr. P. A. Tyrrell was at so much pains to tell us.

MIDDLESBROUGH BRANCH.

At the general meeting June 23, Mr. John Hardy in the chair, Mr. Jas. Mucklow in the vice-chair, the secretary reported eleven new members for the week. The minutes were then read, and some discussion took place, and the minutes were afterwards confirmed on the motion of Mr. F. Graveson, seconded by Mr. Wm. Mallam. Correspondence was then read and accepted. Discussion then took place upon the successful results of Mr. Plimsoll's labours in respect to Load Line Bill, and a hearty vote of thanks was unanimously passed to Mr. Plimsoll, and three hearty British cheers were given to that gentleman on the motion of Mr. Lawrence, seconded by Mr. Graveson. Some discussion then took place with respect to the annual reports, some members contending we should have a quarterly report. Mr. Culpin moved, seconded by Mr. Lawrence, that a quarterly report be issued and that all members be compelled to purchase one. As an amendment Mr. F. Graveson moved that the report of the Union be issued half-yearly, and that all members be compelled to purchase one copy. The resolution and the amendment were then put to the meeting, and the amendment carried by a large majority. Further nominations then took place of officers for the next half-year, and after other business had been got through the meeting adjourned.

Some time ago we received 6s. 6d. from A. Wright—apparently a woman—on behalf of W. Wright. What the money was for we were not informed. The address of the writer was not clear, but we wrote asking whether the money was intended as a year's subscription, with postage, to SEAFARING, and explaining that if so it must be understood that the Insurance Coupons were not being issued. As that letter was not returned it presumably reached its destination, but no reply having come we note these facts in the hope that W. Wright, or some friend of his, may see how the matter stands.

BRISTOL BRANCH.

Mr. Fitzpatrick telegraphs to us the following correspondence, asking us to publish it:—"June 19th.—Dancey.—Dear Sir,—I have advices from Bristol that you are at pains to persuade members I have defrauded Branch out of three pounds, item in quarterly account referred to Freeling, Swansea. If information correct, reflects as much on your wisdom as on your veracity, for your auditor has examined, passed, and verified same; and, moreover, *know* money was paid Freeling. Trusting I am misinformed, and you progressing successfully, yours faithfully, JAMES FITZPATRICK."

"Telegram Drogheda, 3.50 21st inst., wire reply my letter. Grit, manhood, justice demands.—FITZPATRICK, June 20."

"June 20.—Date altered as originally written. Fitzpatrick.—Dear Sir,—I am in receipt of yours of the 19th. Information is a foul lie, I have not even heard such a statement made. The only reference to Freeling has been in connection with the 30s. advanced to Swansea through him, which has been asked for; the same being jointed in last audit justifies this Branch in so applying it, also appears in your account for week ending March 29. All loans are ordered to be called in by the general. —Yours truly, DANCEY, Quay-street, Dundalk."

DUNDEE BRANCH.

At the general meeting held June 23, A. McDonald in the chair, there was a large attendance. The minutes having been adopted and the income and expenditure approved, the case was considered of a member who was in arrears. He stated that when he was working at Wallend, that he paid his contributions to a delegate there. The receipts for the same never having been received in Dundee, and the member having lost his card, he had no proof that he had paid the money. The said member was willing to re-enter again. Mr. Potts moved accordingly, seconded by Mr. S. Hall. Another member who had fallen into arrears, and who wished to regain his position, asked the members if they would allow him to go the run, and he would hand over the money that was due the Union, to either Mr. Donald or Mr. Ritchie who were going the run with him. D. Haxton therefore moved he be allowed to go, on these conditions. A vote of thanks was then unanimously passed on Mr. S. Plimsoll, for the Load Line Bill. The members of this Branch trust that he may be long spared to work in so noble a cause, and, moreover, we are quite confident that there is a better time for us in the future. The secretary then explained to the members why the bells in Dundee were not rung on Wednesday evening. The secretary stated that he first went to the Town Clerk and he stated that he would require to see the Lord Provost before he could grant the request.

Lord Provost made all manner of excuses, such as there was no precedent for it; he would require a meeting of the magistrates, before he could grant the ringing of the bells; and he was perfectly certain that they would not grant the request, and that it would be a heavy expense, and the community would condemn them for granting the request. The secretary stated that he had a very hot argument with the Provost and his paltry excuses, but the excuse that crowned all, and finished the argument, was when he said it was a silly and foolish request. The secretary answered him and told him that it was no more a silly and foolish request for them to ring the praise of Samuel Plimsoll than it was to ring the praise of H.M. Stanley on Friday and Saturday. My Lord Provost characterised this as insolence, because it was too true. The finish of it was, that the Provost said he would report the secretary to the Town Clerk. The circular relating to a levy on the members of 10s., occupied a considerable part of the evening. Some of the members were of opinion that no levy should be put, the majority were of opinion that the general secretary should have made the levy without consulting the members at all, as other Trade Unions issue levies without consulting the members. Mr. Brown moved that if the general secretary is of opinion that 10s. of a levy is necessary, he ought to do so; seconded by D. Hayton. There being no amendment the motion was declared carried. A debate was carried on for a short time as to how the Branch should appreciate the services rendered by the president, he having never been absent a single night, either from a general meeting or committee meeting, during his term of office. Mr. Reilly moved that he be presented with a gold medal at the expense of the Branch; seconded by J. Donald, and carried. The election of office-bearers then took place. A. McDonald was unanimously re-elected president. There being two nominations for vice-president, J. Wilson one of the candidates and J. Donald the other, it was then put to the vote, when J. Donald was elected by a majority of one. C. W. Millar was unanimously re-elected secretary. J. Smith was unanimously re-elected treasurer. Messrs. R. D. B. Ritchie, J. Wishart and P. Brannigan, all members of the Trades Council and present trustees, were unanimously re-elected. There were sixteen nominations for the committee, the members who received the most votes being John Potts, J. McGann, Geo. Swaddle, Wm. Small, Thos. Henderson, J. Harvey, J. Ward, John Robertson, A. McGavin, Alex. Robb, M. Brown, Geo. Sanders, Geo. Jenkins. The question of the election of auditors for the auditing of the books for the last half-year was discussed. There was some difficulty in getting any of the members to accept the office, as the majority of the members were expecting to get a run. Mr. Dawson moved it lie over until next week, so that members will be at home; seconded by D. L. Small. A letter was then read by one of the members, as to the age naval reserve men receive their pension. As there has been controversy in the local papers lately as to the Waterloo and other veterans he was of opinion that it was a fitting opportunity for them to try and get ten years taken off their time. The secretary received the letter, and is to endeavour to get it inserted in the local press.

DUNDALK AND DROGHEDA BRANCHES.

At the weekly meeting of the Branch the usual routine business having been got through, the following resolution was carried unanimously:—"That this meeting of National Union seamen congratulates our beloved president, Samuel Plimsoll, Esq., upon the success attending his efforts on the passing of the Load Line Bill, and trusts he may be long spared to us to continue his noble work on our behalf." The following letter has been sent by the secretary to the directors of the Drogheda Steamship Company:—"Gentlemen, I am instructed by the committees of Dundalk, Drogheda, and Newry Branches, to call your attention to the fact that the crews of your vessels are not paid anything like a fair rate of wages, and to inform you that from July 7 they will require the same wages, and other conditions of service, that are now prevalent in Dundalk and Newry, and failing settlement of their claims upon this basis, you will be kind enough to accept this intimation as a notice to terminate engagements on that date." The secretary has been waited upon during the week by a deputation of the Dundalk shipwrights, who have a strange complaint to make. They are members of the Shipwrights' Society, and have for some time been fighting the Dundalk Patent Slip Company for an advance of wages; some of them had left the port and got elsewhere the Union rates, but on the Company having secured the repairs and over-

hauling of a lightship, these men came back to the town, thinking to get a job. They were offered work at 28s. per week, and because they demurred, and insisted on the Union rate, their own secretary, who is also the manager's son, told them their action would ruin the port, and then went hunting up scabs to take the places of members of his own Society. The secretary informed the deputation that he would take the necessary steps to acquaint Mr. Wilkie, their general secretary, of the things prevailing here. The following gentlemen have been elected to office in the Branch:—Mr. J. Maxwell, treasurer; Messrs. J. Johnstone, James Keating, and Jos. Mullholland, trustees.

GOOLE BRANCH.

At the usual meeting, Bro. W. Field presiding, minutes and financial statements being confirmed, a letter was read from Mr. S. Plimsoll, president of the Union, respecting the resolution passed. A circular from Sunderland was also read and discussed. It was eventually decided to let it stand over for the present. A telegram was read from Mr. F. W. Young, district secretary, referring to the entrance fee being lowered, and the secretary was instructed to get some handbills out, calling attention to the matter, as there were a lot of men wishing to join but would not join in consequence of the entrance fee being so much higher here than in Hull. A long discussion took place respecting deck cargoes and other matters, and the meeting adjourned.

FLEETWOOD BRANCH.

At the usual weekly meeting, in the absence of Mr. Rattary and Mr. McCall, Mr. Jackson was moved to the chair. After the minutes were confirmed, and correspondence read without discussion, the election of officers then took place, which was got through to the satisfaction of all concerned. Circulars having been read from the head office with regard to the annual report, it was moved by Bro. Quintin, and seconded by Bro. Mitchell, that yearly and half-yearly reports be issued; carried. On the subject of the clause in ships' articles signing for a coal loading port, it was moved by Bro. Mitchell, that the men of this port do not sign in any ship where that is in the articles; carried. With regard to federation with Continental Unions, this Branch gives full power to Mr. Wilson and the Executive Council to act as they deem proper. The levy met with little consideration, as work and money is scarce at present, but it was left optional. Wages of this port were then considered. The last ships that signed there paid weekly, 32s. 8d.; monthly, £4 15s.; sail south, £3 10s. The meeting closed with a vote of thanks to the secretary and chairman.

SUNDERLAND BRANCH.

At the usual weekly meeting, June 23, Mr. W. Alton in the chair, there was a good attendance of members present. The minutes were confirmed as read. The meeting accorded a vote of thanks to Sir Michael Hicks-Beach for the valuable assistance rendered by him in the passing of the Load Line Bill. There were also several important resolutions passed, to be sent the Executive Council. The meeting was also informed that Mr. Plimsoll would be present at the banquet to be held on Thursday. There was also a great amount of discussion on the necessity of compass adjusters being duly certificated men, members present alleging that there was a lot of competition amongst the above and that was the means of the compasses being indifferently adjusted.

NORTH SHIELDS BRANCH.

At the weekly meeting, June 23, Bro. Isaac Walters presiding, after the usual business was transacted several important resolutions were passed by the members of this Branch, among them being a grant of £10 to the relatives of H. J. Conaty, who died June 18, 1890, and who was buried with all the honours of the Union. Also a very cordial vote of thanks to the seamen's friend, Mr. Plimsoll, carried by acclamation. A motion in favour of 10s. levy on each member of this Branch to augment the strike funds in case of need, was unanimously carried. A grant of £5 to the miners now on strike in Sunderland, who contributed a large sum to a case of cruelty at sea, which this Union took in hand. A resolution to attend a great demonstration at South Shields on Wednesday, June 25. Also a motion in favour of federation with all Seamen's Unions. The election of officers of this Branch was continued at this meeting, making three. The next meeting on June 30 will decide.

YOUNG Spendthrift Gay who oft will go
His friends of cash to bleed,
Declares that they think him quite a foe
As he's a friend in need.

A GENERAL reduction of wages is imminent in all the Clyde shipbuilding yards.

THE Cardiff Pilots' Association have resolved to appeal against the decision of the Penarth magistrates in the test case recently tried by them in reference to the qualification of Barry pilots.

DURING the last homeward voyage of the White Star line steamer *Majestic* a steerage passenger, a Swede, committed suicide by jumping overboard. The *Majestic* had the largest number of passengers that has ever been carried by one steamer, viz., 1,370.

At Liverpool an inquest has been held on the body of Denis Whiston, 30 years of age, a dock labourer. Deceased was working at the Wapping Dock on Thursday, on board the steamer *Irracaddy*, and when attempting to reeve a chain falling through a gin at the head of a boom running out from the mizenmast, he let go his hold, fell to the deck, and was killed. Verdict, Accidental death.

SAILORS' WAGES.—A Sunderland correspondent writing on Saturday, says no intimation has yet been received from the shipowners of any reduction in sailors' wages on the North-east Coast. Mr. J. H. Wilson says that a considerable number of shipowners seem to favour his proposal that shipowners and sailors should combine to force up freights; and that several shipowners have told him that it was the right plan to adopt.

DRINK.—An investigation into the alleged misconduct and drunkenness of Peter Jack, first mate of the ship *Edmonton*, of Quebec, was held at the Greenock Local Marine Board. Accused was charged with being drunk and neglecting his duties on board the ship *Edmonton* on the 12th inst. He pleaded guilty to the charge, and the Court, after giving Jack a warning as to his conduct in the future, suspended his first mate's certificate for a period of twelve months, with a recommendation to the Board of Trade to grant him a second mate's certificate during that period.

ALLEGED INTIMIDATION.—At the Thames Police Court, John Lanning, a shipscrapper, has appeared to answer summons charging him with intimidating Henry Hallebone, a shipscrapper, of 29, Woolmore-street, Poplar. Mr. George H. Young, solicitor, defended. The complainant stated that on the 13th May he was at work on a ship, and was discharged by his foreman. The witness belonged to the United Shipscrapers' Protection League. On the day in question the other men did not come to work until the witness was discharged. He was now "blocked" from doing any work. William Jones, shipscrapper, said that on the 12th May he was present at a meeting of the United Shipscrapers' Protection League. The defendant was then acting as secretary, and proposed a resolution to the effect that none of the members of No. 2 Branch should work with Harry Hallebone, and that any man working with him should be fined 5s. The resolution was passed. George Hallebone, brother of the complainant, said that on the 13th May the resolution was read out to him and other men, and in consequence they did not go to work until the complainant was discharged. For the defence Mr. Young submitted that no case of intimidation had been made out against the defendant. Mr. Mead said he thought the case was so important that a superior court should decide upon. He considered that there was a *prima facie* case against the defendant, and committed him for trial.

NOTICE.

On and after July 6, 1890, all communications for the Central Office of the National Amalgamated Sailors' & Firemen's Union of Great Britain & Ireland must be addressed to the New Offices, 19, Buckingham Street, Strand, London, W.C.

J. H. WILSON,
Gen. Sec.

TOBACCONISTS COMMENCING.
Write for Illustrated Guide (290 pages, three stamps). "How to open respectably, £20 to £1,000."—TOBACCONISTS' OUTFITTING COMPANY, Chief Offices, 185, RUSTON-ROD, London, the largest and oldest complete Tobacconists' Furnishers in London.

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WAGES AT CORK.

Westward.			
Sail.		Steam.	
Sailors ...	£1 0 0	Firemen ...	£5 0 0
Cooks & Boat-swains ...	4 15 0	Sailors ...	4 15 0
Stewards ...	5 15 0	Cooks & Boat-swains ...	5 10 0
Carpenters ...	6 5 0	Donkeymen ...	5 10 0
Ordinary Seamen ...	3 0 0	Stewards ...	6 10 0
		Carpenters ...	6 10 0
Southward.			
Sail.		Steam.	
Sailors ...	£3 15 0	Sailors & Firemen ...	£4 10 0
Cooks & Boat-swains ...	4 10 0	Cooks & Boat-swains ...	5 5 0
Stewards ...	5 10 0	Stewards ...	6 5 0
Ordinary Seamen ...	2 15 0	Carpenters ...	6 5 0
Carpenters ...	6 0 0	Donkeymen ...	5 10 0
Steam—Weekly.			
Cross Channel Passenger Boats, Sailors & Firemen...		Foreign Trade.	
men...	£1 10 4	Sailors & Firemen...	£1 12 8
Cooks ..	1 12 6	Steward Cooks	1 16 0
Donkeymen	1 15 0	Carpenters	1 17 6
Carpenters	1 17 6	Donkeymen	1 16 0

NOTICE.

Dundalk is the administrative centre for Drogheda, Newry, Warren Point, Carlingford, Greenore, Omeath, and Greencastle. Seamen belonging to any of the above-mentioned ports may now be enrolled on the Dundalk Branch at a reduced entrance fee by application to any Branch Secretary.

JAMES FITZPATRICK, Sec.

Quay-st., Dundalk.

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EVERY DESCRIPTION
OF
SEAMEN'S CLOTHING.
AT PRICES THAT CANNOT BE BEATEN.

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